MOTOR BOATING

June 1926

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ALL Elco Cruisers are standardized models . . . tested for years in the most exacting service.

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Surely these facts are important to you. The latest Elco models include boats to meet the needs of every motor boat enthusiast . . . from a trim 26-foot Cruiser to a superb 62-foot Motor Yacht. Now on display at the Elco Permanent Exhibit — 247 Park Avenue, New York City. If you can't call, write for Catalogue MG

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Sales Office and Permanent Motor Boat Exhibit

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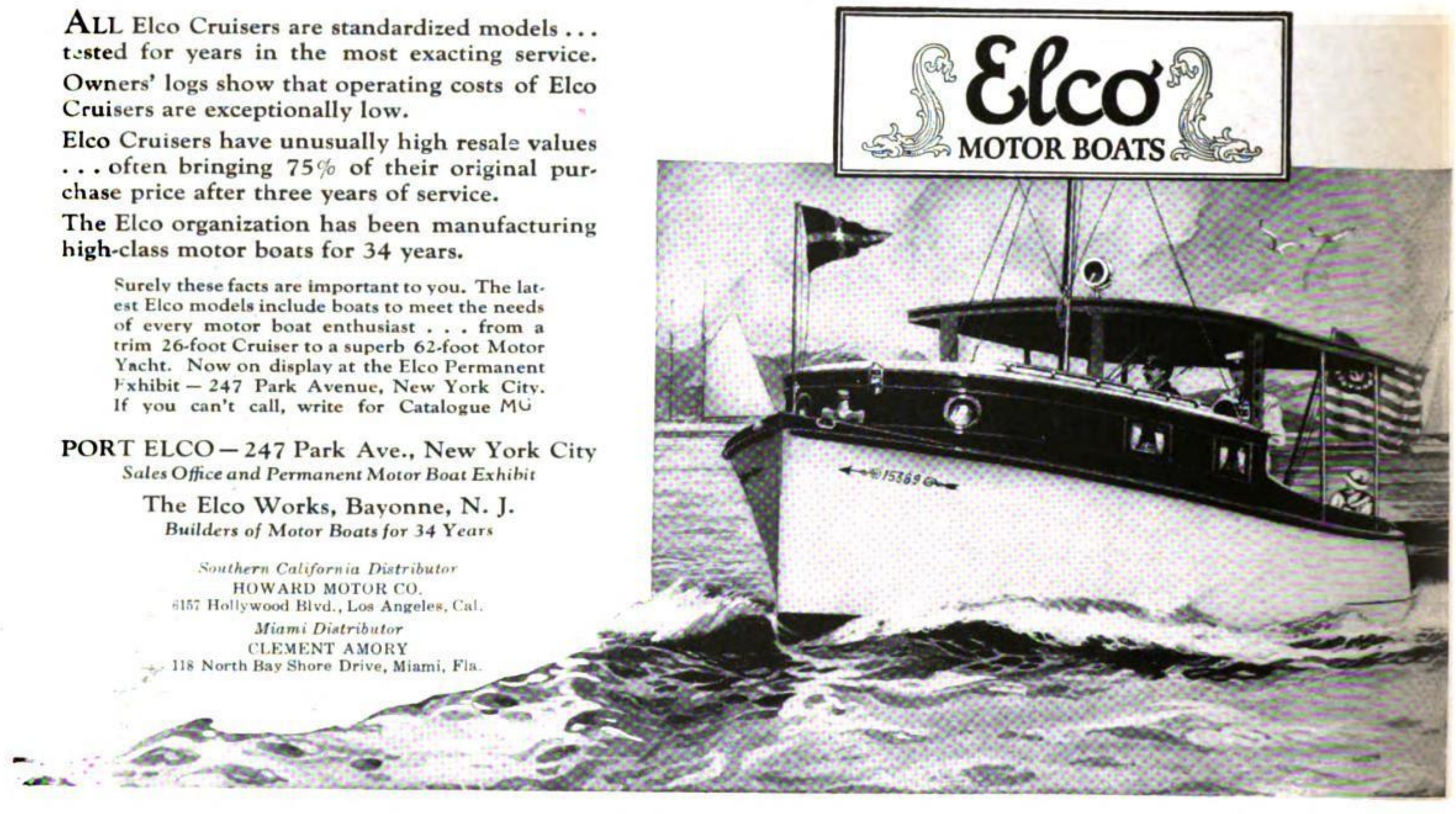

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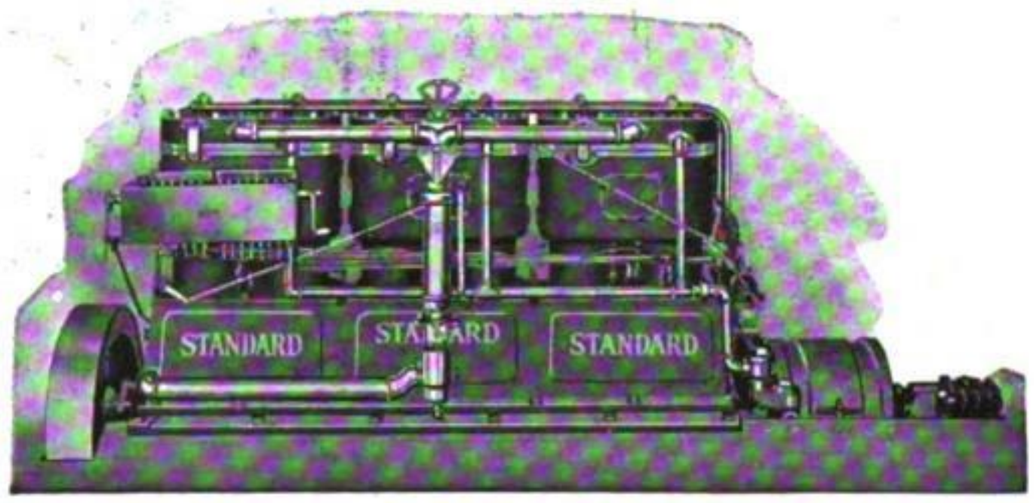

50-54 H.P. 6 cylinder Standard Gasoline Engine

THE price per horsepower of any Standard Engine based on the actual power absorbed by the craft it powers proves STANDARDS are the lowest priced engines on the market. Their neat design, simple construction, flawless performance and high economy are all reasons why STANDARDS are the "acknowledged best." All STANDARDS are built to run continuously at maximum revolutions. ***Write us your requirements***

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STANDARD MOTOR CONSTRUCTION CO.

178 Whiton Street **Jersey City, N. J., U. S. A.**

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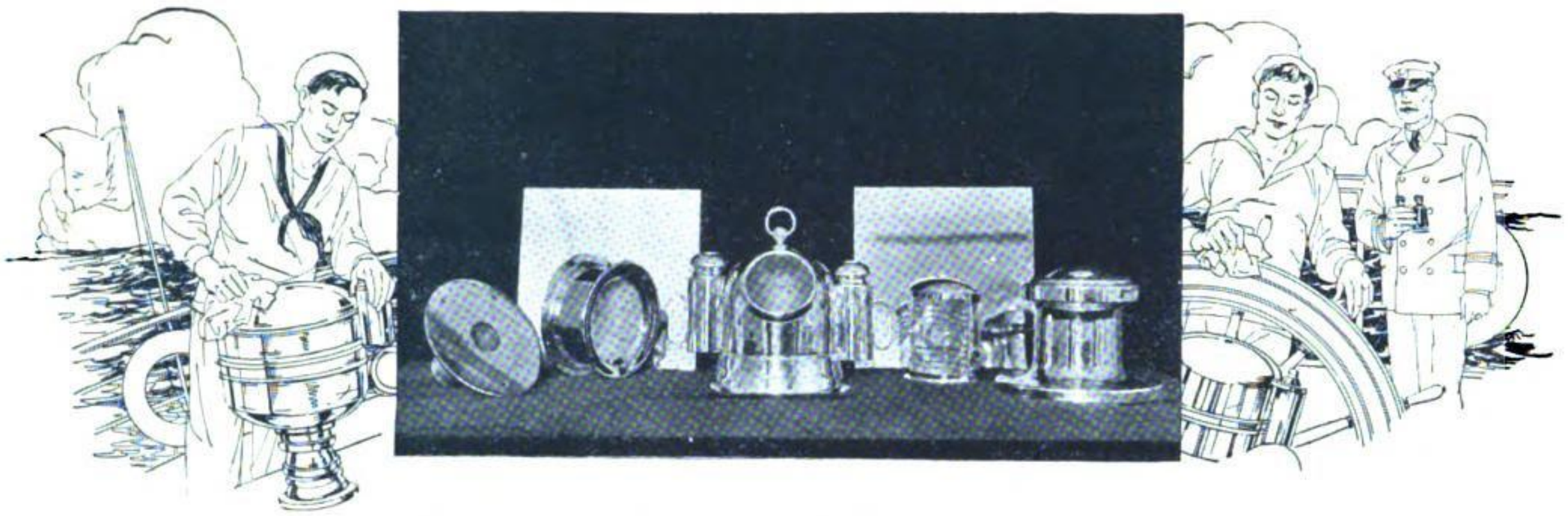

NO MORE POLISHING

New Metal Finish — Never Tarnishes

WHETHER you have a large yacht or a small cruiser you will be interested in the new and revolutionary CRODON finish now being applied to all types of marine hardware and fittings.

For, if the bright work on your boat is plated with CRODON, it will never rust nor tarnish and will retain its bright lustre indefinitely without polishing.

CRODON is the trade name of a chrome alloy applied as a surface coating by the Chemical Treatment Company or its licensees to many types of metal products to improve their appearance and make them proof against rust or corrosion. It never needs polishing; an occasional wiping to remove grease or other foreign matter keeps its beautiful lustre unchanged. It is so hard that it remains unworn after years of service.

Specify CRODON *for:*

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EXPOSED PIPES

If you are interested in eliminating the expense or the labor of keeping the metal work on your boat clean and bright, arrange, if possible, to see our marine display at 26 Broadway, New York. If this is impossible, use the attached coupon in sending for our special booklet on CRODON for Marine Hardware and Fittings.

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The Chrome C T *Alloy Plate*

Applied Only to Quality Products

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Gentlemen: Please send me your booklet "CRODON for Marine Hardware and Fittings."

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Buffalo

THE ENGINE OF CONSTANT SERVICE

Engine Value

BUFFALO Marine Engines are built for reliable, long lasting service, unfailing power, economy.

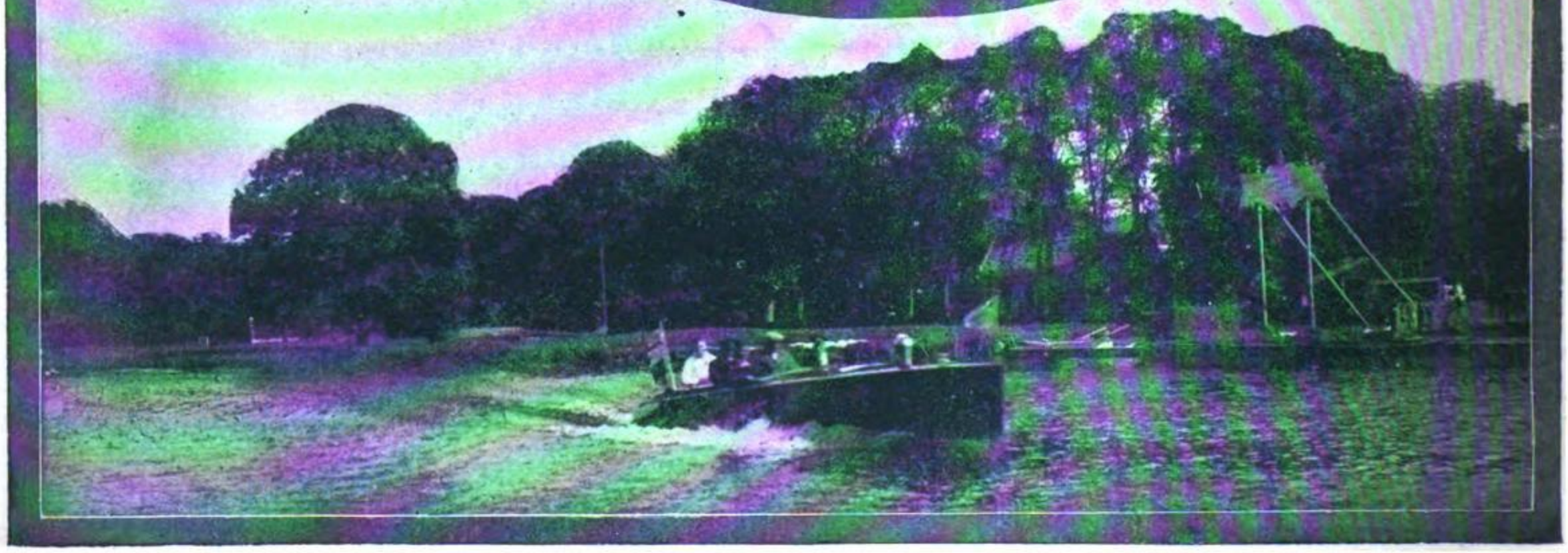
It is not one feature or a dozen features which give Buffalos their place of leadership, but the fact that every part is well built, best engine value throughout.

That Buffalos are sturdy, efficient, economical, long lasting is proven by the service records of thousands of Buffalos all over the world, and the fact that men of recognized mechanical knowledge install Buffalos in their boats in preference to other engines of lower price.

Buffalo Marine Engines are built in sizes from 10 to 250 h.p. for powering runabouts, work boats, yachts and cruisers of all kinds. Tell us about your boat and let us suggest a Buffalo to power it.

Buffalo Gasolene Motor Co.

1274-1276 Niagara St. Buffalo, N. Y.



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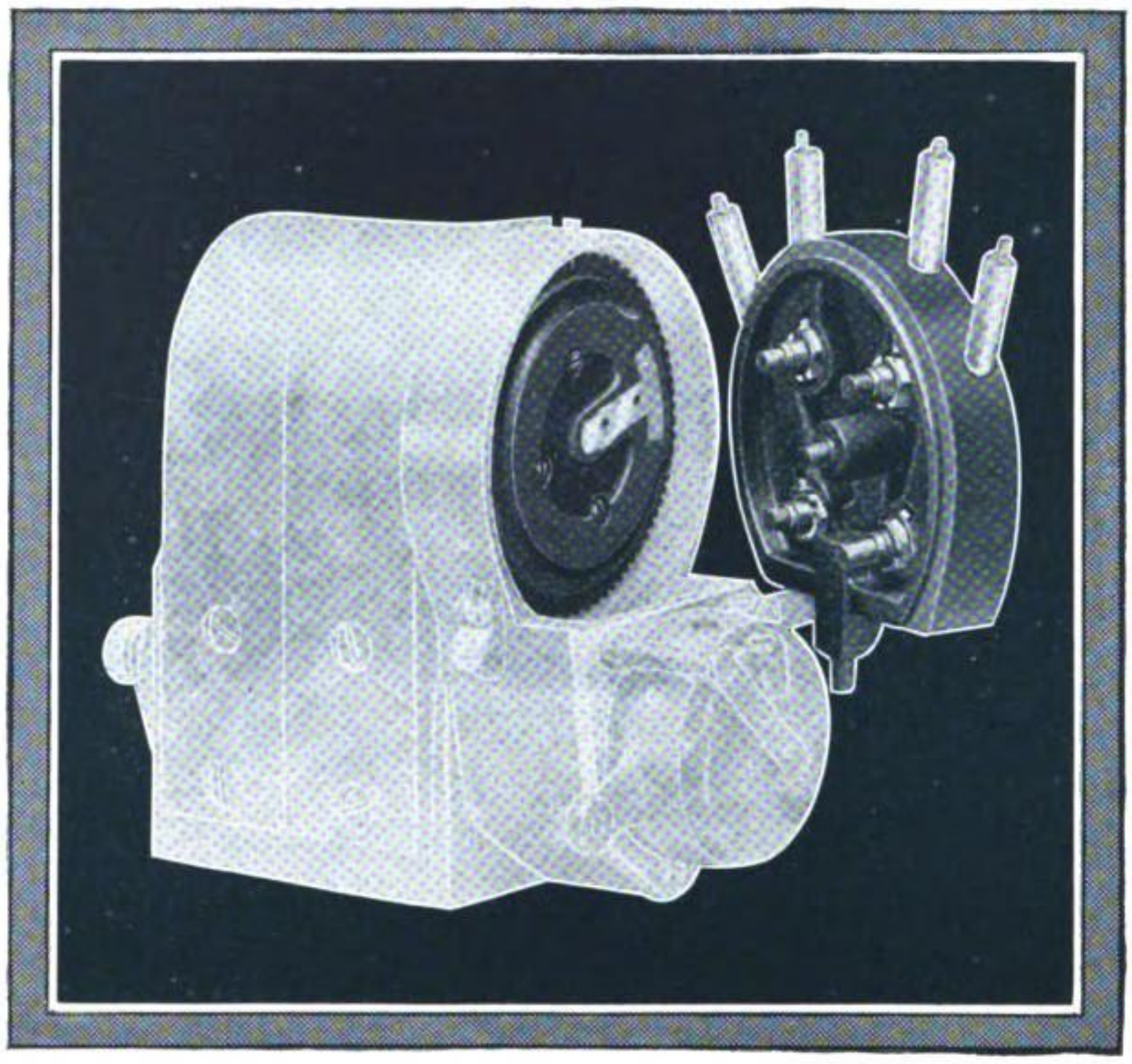
for

Marine Service



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Super-
Construction

The Distributor Plate and Disc

INTERNAL connections! In no other way can a magneto be safeguarded against short-circuit.

No external binding posts. The high tension cables are squeezed into *tapered* openings in the distributor plate and connections made with carbon brushes on the *inside*. Water cannot seep through.

The finest quality insulating material is used in both plate and disc. And the high tension path is short and direct, no conductor rods being employed.

The design of the Eisemann Distributor Plate and and Disc makes it especially adaptable to marine service.

EISEMANN MAGNETO CORPORATION
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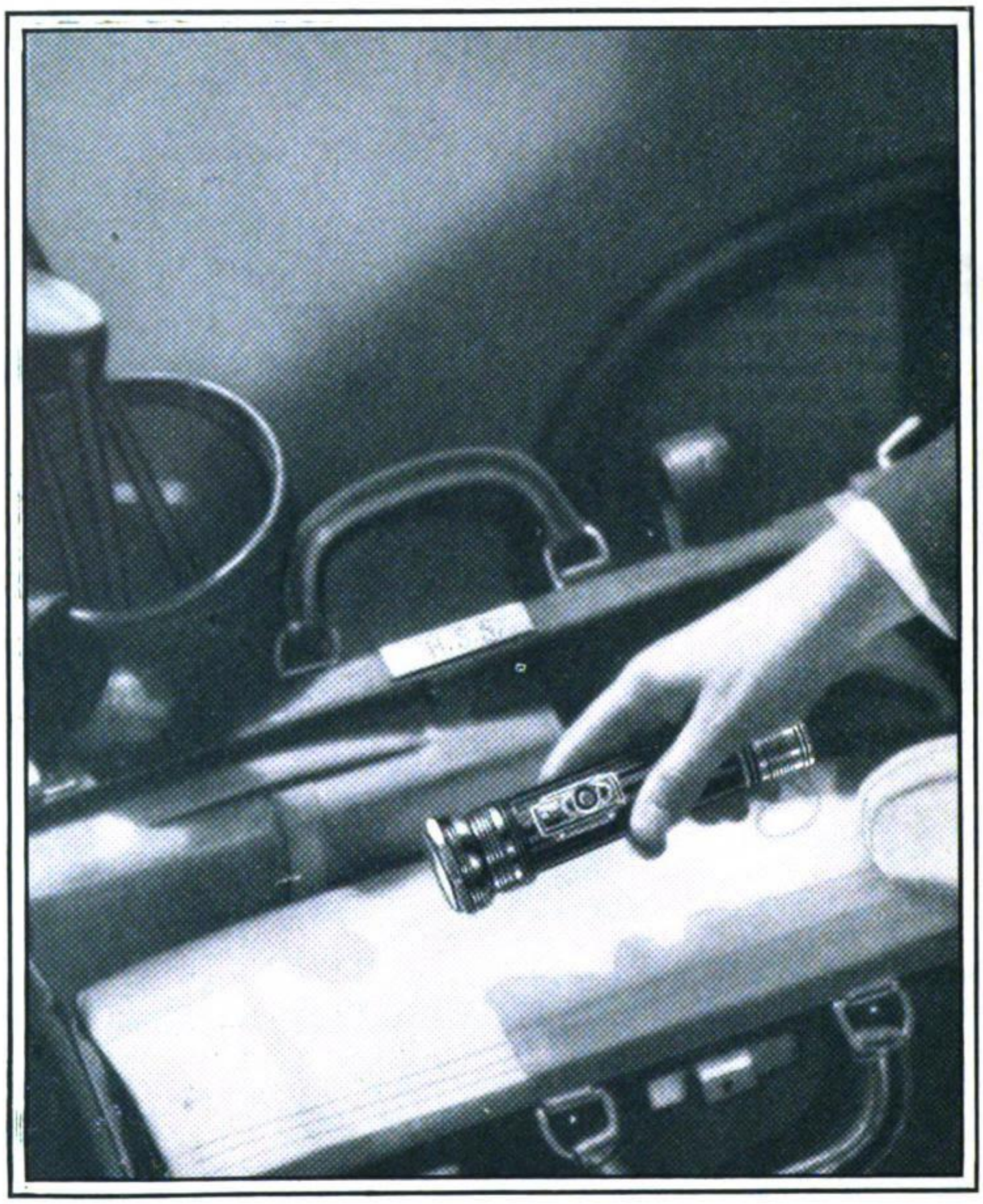
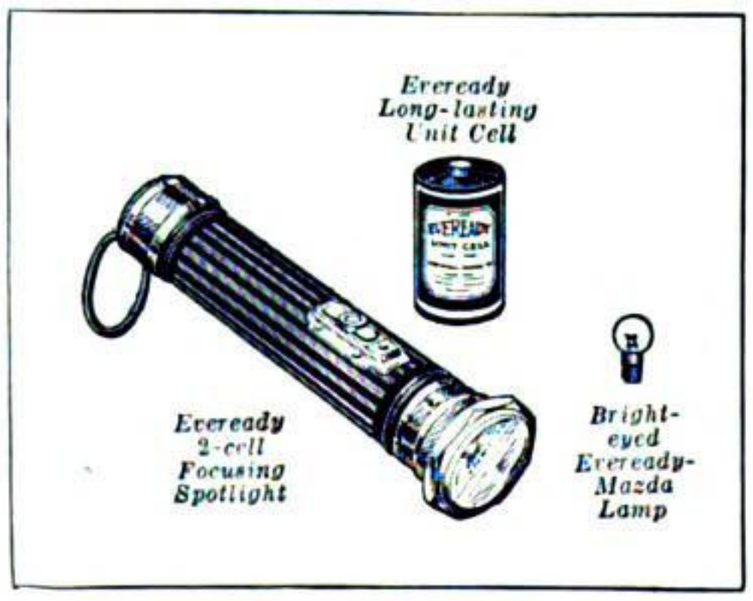
A THOUSAND THINGS MAY HAPPEN IN THE DARK



Vacation days are *flashlight nights*

IN THE grip for the trip . . . your Eveready Flashlight. Ever ready to light your path at the shore, lake, farm, mountains. Be sure to take a *genuine* Eveready—the pioneer flashlight and still the best by long odds.



Every worth-while flashlight improvement has been an Eveready improvement. Eveready has features found nowhere else. Hinged metal ring in end-cap for hanging up flashlight when not in use. Greatest flashlight convenience in years. Safety-lock switch, proof against accidental lighting and wasting of current.

To get all the newest features, as well as those tried-and-true improvements that make for long and trouble-proof service, get the genuine Eveready.

Keep a reload of Eveready Unit Cells on hand. Then you're all set for a better, safer, happier vacation.

Eveready Unit Cells fit and improve all makes of flashlights. They insure brighter light and longer battery life. Keep an extra set on hand. Especially designed Eveready-Mazda Lamps, the bright eyes of the flashlights, likewise last longer.

Manufactured and guaranteed by

NATIONAL CARBON CO., INC.
New York San Francisco
Canadian National Carbon Co., Limited, Toronto, Ontario

EVEREADY FLASHLIGHTS & BATTERIES
–they last longer

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The Mighty Fleet of PARAGONS

PARAGON REVERSE GEARS

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THE MIGHTY FLEET OF PARAGONS

PARAGON Reverse Gear user—you sail your craft in a mighty fleet!

If your boat were a Commodore's yacht with all the Paragon Gear equipped boats astern, gathered from all the rivers, lakes, harbors, bays and seas, you would lead the world's greatest regatta—you would command one of the world's largest fleets.

Paragon is a power on the sea.

Since 1907 it has founded a navy—and enlisted thousands of seamen each year.

Your fellow sailors gathered under a single flag only because it was an emblem of rare performance.

Your mighty fleet sails on, untroubled by the squalls of petty reverse gear adjustments, untossed by the choppy seas of breakdowns, unhindered by the calms of failure.

PARAGON GEAR WORKS

105 Cushman Street — Taunton, Massachusetts

This is the Unit Type Paragon, especially designed for those boatmen who "do the work themselves." It is the easiest gear on the market to install.

This is Grezagere, the reverse gear lubricant lasting four times as long as ordinary grease on the reverse drive. Write us for circular.

This is the Yoke Type Paragon used as standard equipment behind many of America's greatest marine engines and for replacement of unsatisfactory gears.

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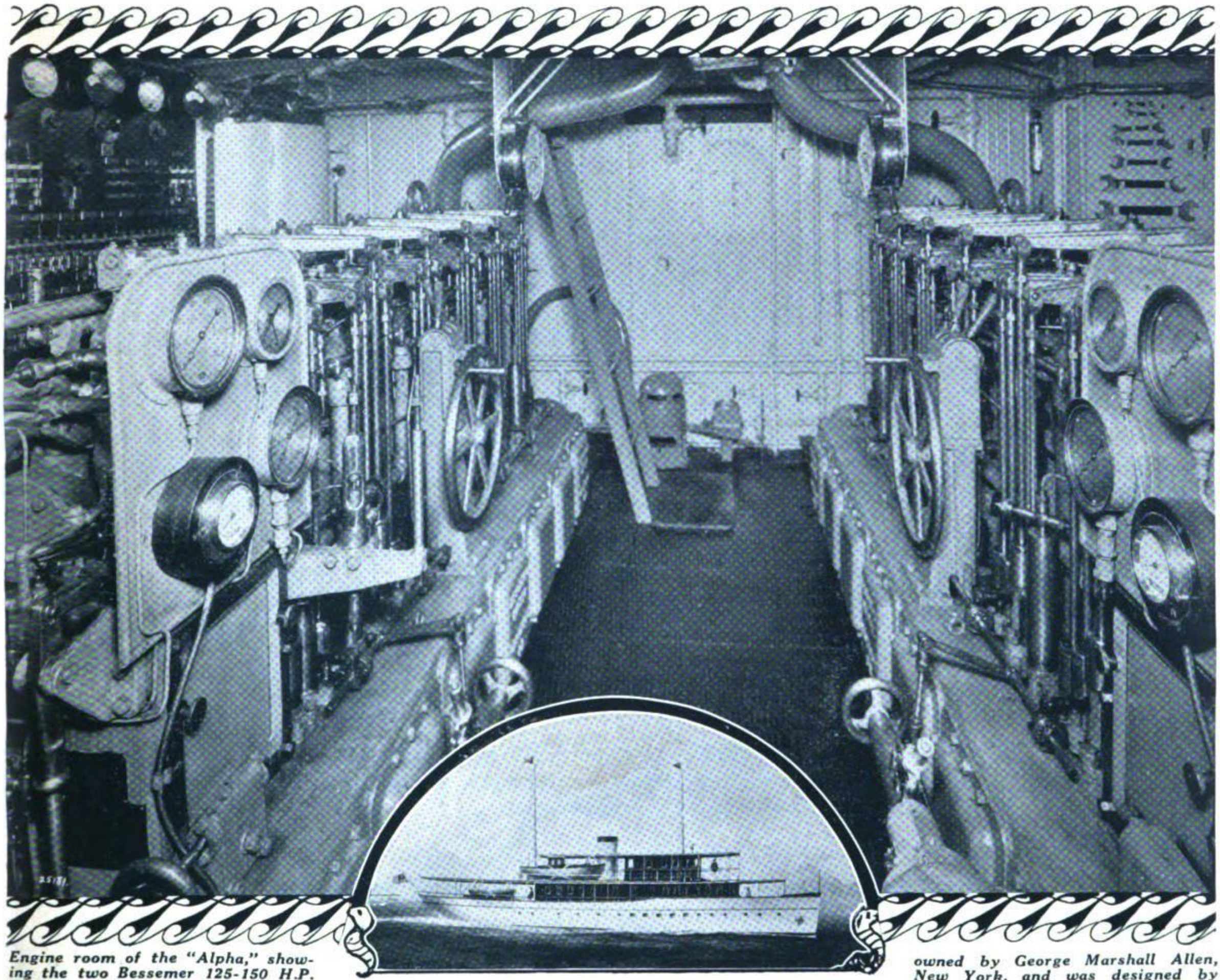

Engine room of the "Alpha," showing the two Bessemer 125-150 H.P. Diesel engines, which comprise the main power plant. The "Alpha" is owned by George Marshall Allen, New York, and was designed by Henry J. Gielow, Inc.

Powering America's Finest Yachts

ON YACHTS where quality is built in from keel to mast top, Bessemer Diesel engines are being installed to insure a power plant in keeping with the ship.

Bessemer Diesels are being used in America's newer, finer yachts because Bessemer Diesel engines are husky power plants built to deliver full load, low-cost power during years and years of service. From bed plate to rocker arm they are quality built to wear and wear and wear.

The finest yachts demand the finest engines—that's why they are being Bessemer-powered.

THE BESSEMER GAS ENGINE CO., 32 Lincoln Ave., Grove City, Pa.

E. H. CROFT, Special Yacht Representative, Williamson Bldg., Cleveland, Ohio

BESSEMER DIESEL ENGINES

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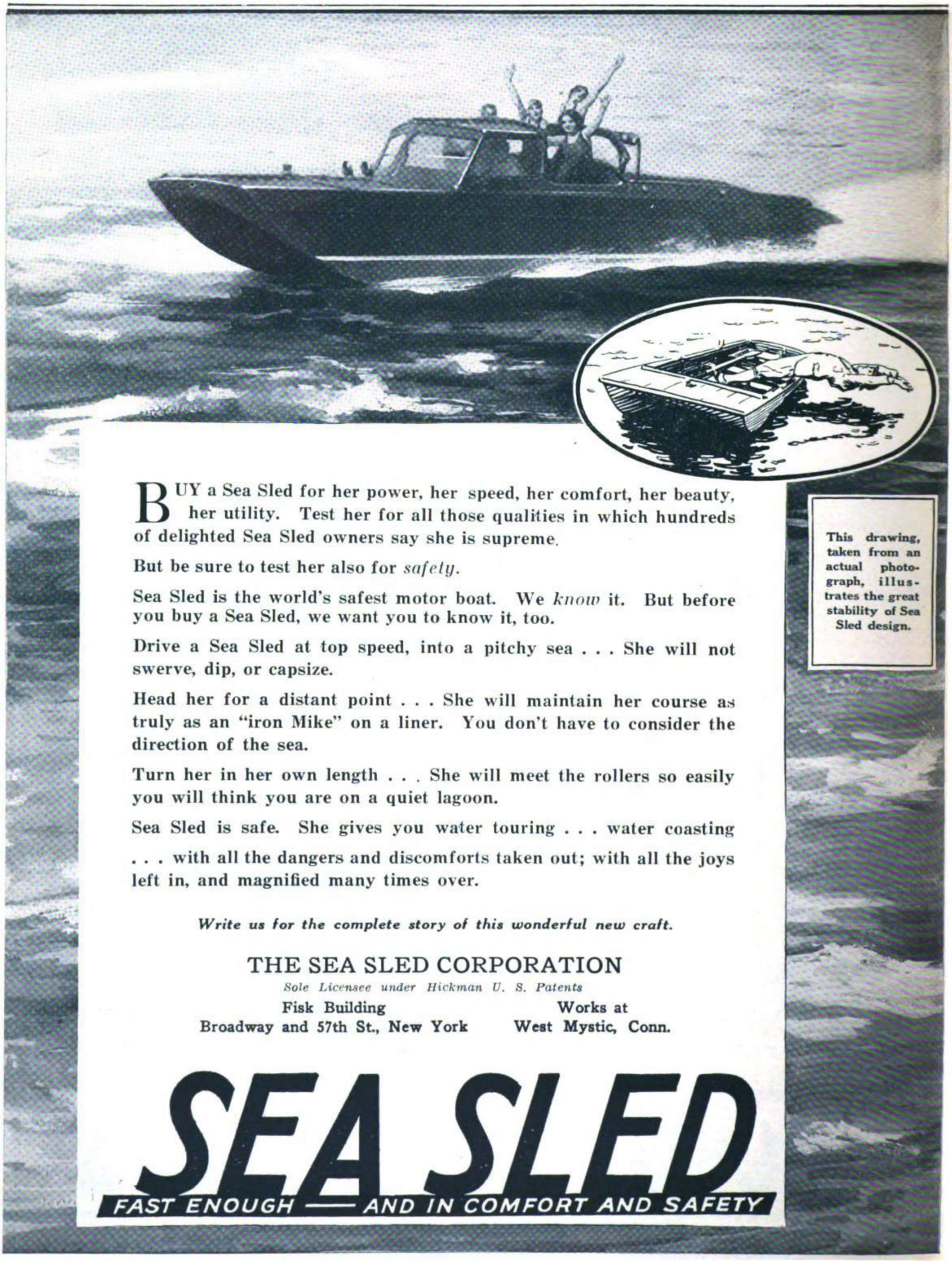
The World's Safest Motor Boat



This drawing, taken from an actual photograph, illustrates the great stability of Sea Sled design.

BUY a Sea Sled for her power, her speed, her comfort, her beauty, her utility. Test her for all those qualities in which hundreds of delighted Sea Sled owners say she is supreme.

But be sure to test her also for *safety*.

Sea Sled is the world's safest motor boat. We *know* it. But before you buy a Sea Sled, we want you to know it, too.

Drive a Sea Sled at top speed, into a pitchy sea . . . She will not swerve, dip, or capsize.

Head her for a distant point . . . She will maintain her course as truly as an "iron Mike" on a liner. You don't have to consider the direction of the sea.

Turn her in her own length . . . She will meet the rollers so easily you will think you are on a quiet lagoon.

Sea Sled is safe. She gives you water touring . . . water coasting . . . with all the dangers and discomforts taken out; with all the joys left in, and magnified many times over.

Write us for the complete story of this wonderful new craft.

THE SEA SLED CORPORATION

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Fisk Building
Broadway and 57th St., New York

Works at
West Mystic, Conn.

SEA SLED

FAST ENOUGH — AND IN COMFORT AND SAFETY

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JUNE, 1926

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THE 1927 MOTOR BOAT SHOW

For the first time in history the 1927 Motor Boat Show, scheduled for January 21 to 29, 1927, inclusive, will occupy three floors of the Grand Central Palace, N. Y. The entire main floor will be devoted to boat exhibits, while the engine exhibits will have the mezzanine floor. All accessories and marine equipment will be shown on the third floor. The rapid expansion in the boat building industry has made the larger exhibition space not only desirable but necessary.

RACING EVENTS FOR 1926

June 26.—Races at London, England, for 1½ liter International Class, entries from United States, Canada, France and England.

June 27.—Colonial Yacht Club, New York, Bear Mountain Handicap Race for Cruisers.

July 3, 4 and 5.—Annual Regatta, Mississippi Valley Power Boat Association, Louisville, Ky.

July 4.—Bayhead, Jamaica Bay, Races for 151 cubic inch Hydroplanes.

July 5 and 6.—Savannah Water Carnival, Regatta at Thunderbolt, Ga.

July 10.—New York Athletic Club, Long Distance Cruiser Race to Block Island.

July 24.—Keystone Yacht Club, Tacony, Penna., Delaware River Speed Boat Regatta.

July 28 and 30.—Annual Race Week, New Bedford Yacht Club, New Bedford, Mass.

July 30.—Bayside Yacht Club, Bayside, Block Island Auxiliary Race, 250 miles.

August 7 and 8.—Rockaway Park, Jamaica Bay, Races for 151 cubic inch Hydroplanes.

August 8.—Tamaqua Yacht Club, Sheepshead Bay, Ocean Race for Cruisers.

August 12, 13 and 14.—Annual Regatta, Buffalo Launch Club, Buffalo, N. Y.

August 16 and 17.—151 cubic inch Hydroplane Races for The Rudder International Trophy, Ottawa, Canada.

August 16 and 17.—Craig Trophy Race, Tri State Yacht Club, Essington to Columbia Yacht Club, New York, for Cruisers, Express Cruisers and Auxiliaries.

August 20.—Cruiser Championship of America, Manhasset Bay to Stratford Shoal.

August 21 and 22.—Gold Cup Regatta, Manhasset Bay, N. Y.

September 4, 5 and 6.—Detroit Regatta.

September 5.—Broad Channel, Jamaica Bay, Races for 151 inch Hyroplanes.

September 11 and 17.—Philadelphia, Pa., Sesqui-Centennial Regatta.

September 12.—Sheepshead Bay Yacht Club, Annual Ocean Race for Cruisers.

September 18.—President's Cup Regatta, Corinthian Yacht Club, Washington, D. C.

September 25.—Baltimore, Maryland, Races for 151 cubic inch Hydroplanes.

October 23.—Annual meeting of American Power Boat Association, Hotel Commodore, N. Y. C.

Launching of the 171-foot Diesel yacht Athero II at Lawley's, Neponset, Mass., for Jesse L. Livermore

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WILLIAM RANDOLPH HEARST, President — ARTHUR S. MOORE, Treasurer — C. H. HATHAWAY, Vice-President
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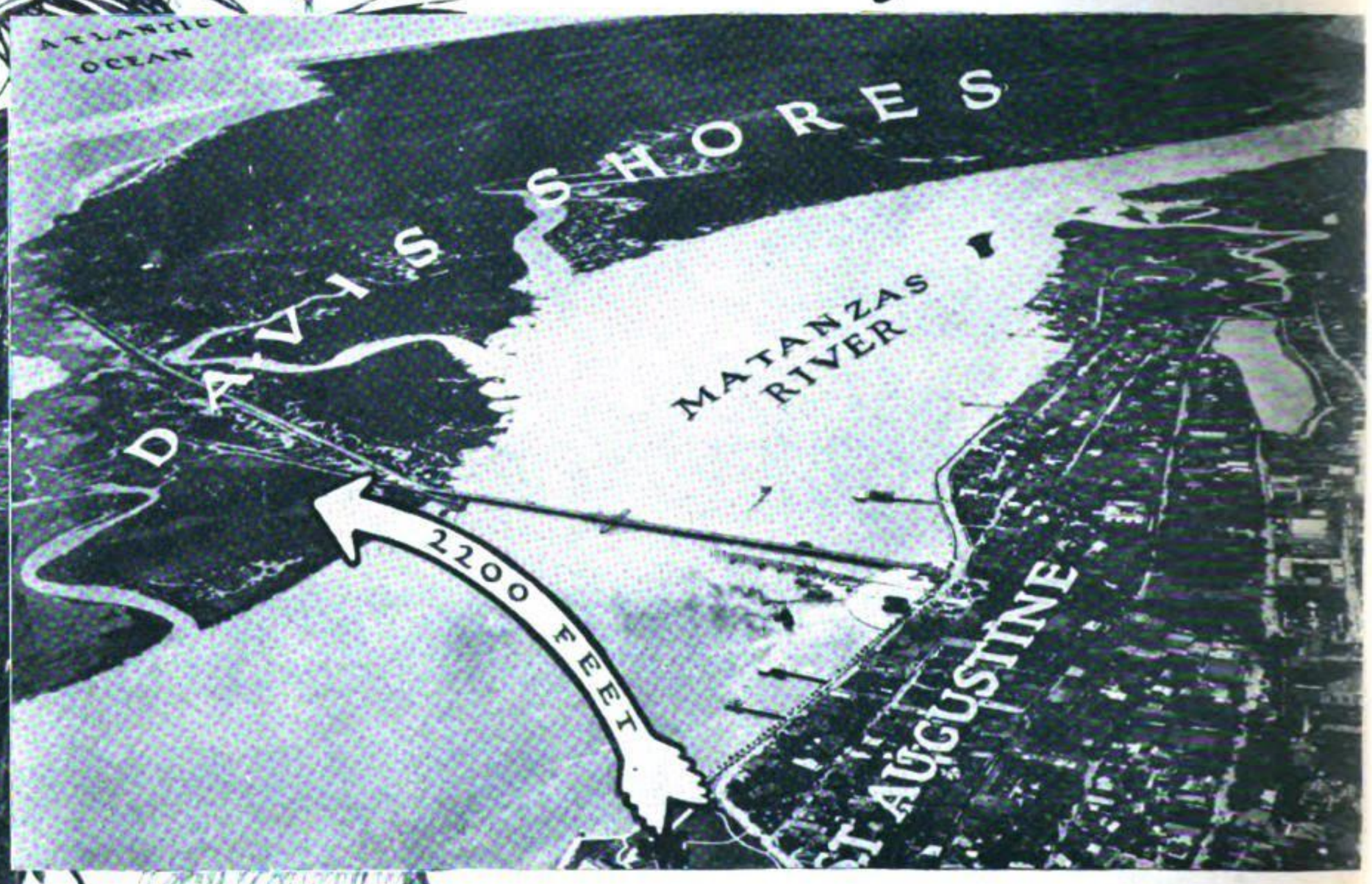
Davis Shores

—another DAVIS ISLANDS

St. Augustine on the Ocean

Destined to Become One of Florida's Greatest Developments



One of the tennis courts on Davis Islands, the gem isles in Tampa Bay, developed, improved and sold within one year by D. P. Davis.

A *Fifty Million Dollar Development*

DAVIS SHORES consists of five islands, comprising 1500 acres facing the broad Atlantic on one side and separated from the mainland by the beautiful Matanzas River. This new wonder development is within 2200 feet of St. Augustine, Florida's quaintest and most loved city of true Spanish charm. Fifty million dollars will be invested in the development of these islands under the direction of D. P. Davis, the man who within one year made and sold the now famous Davis Islands in Tampa Bay.

D. P. Davis will duplicate in improving this valuable property what he did to Davis Islands, where magnificent hotels, palatial homes, exclusive apartment houses, community centers, yacht club and other buildings are being built. A program of greater magnitude now being carried out on Davis Shores will place all available homesites on these beautiful islands at a premium in a very short time.

Navigable waterways and sheltered basins make Davis Shores ideal for the yachtsman. Easy accessibility, within a few minutes of thriving St. Augustine, **via a causeway, makes Davis Shores property equal to the soundest and most promising investment in Florida today.**

D. P. DAVIS PROPERTIES *Owners and Developers*

St. Augustine, Florida

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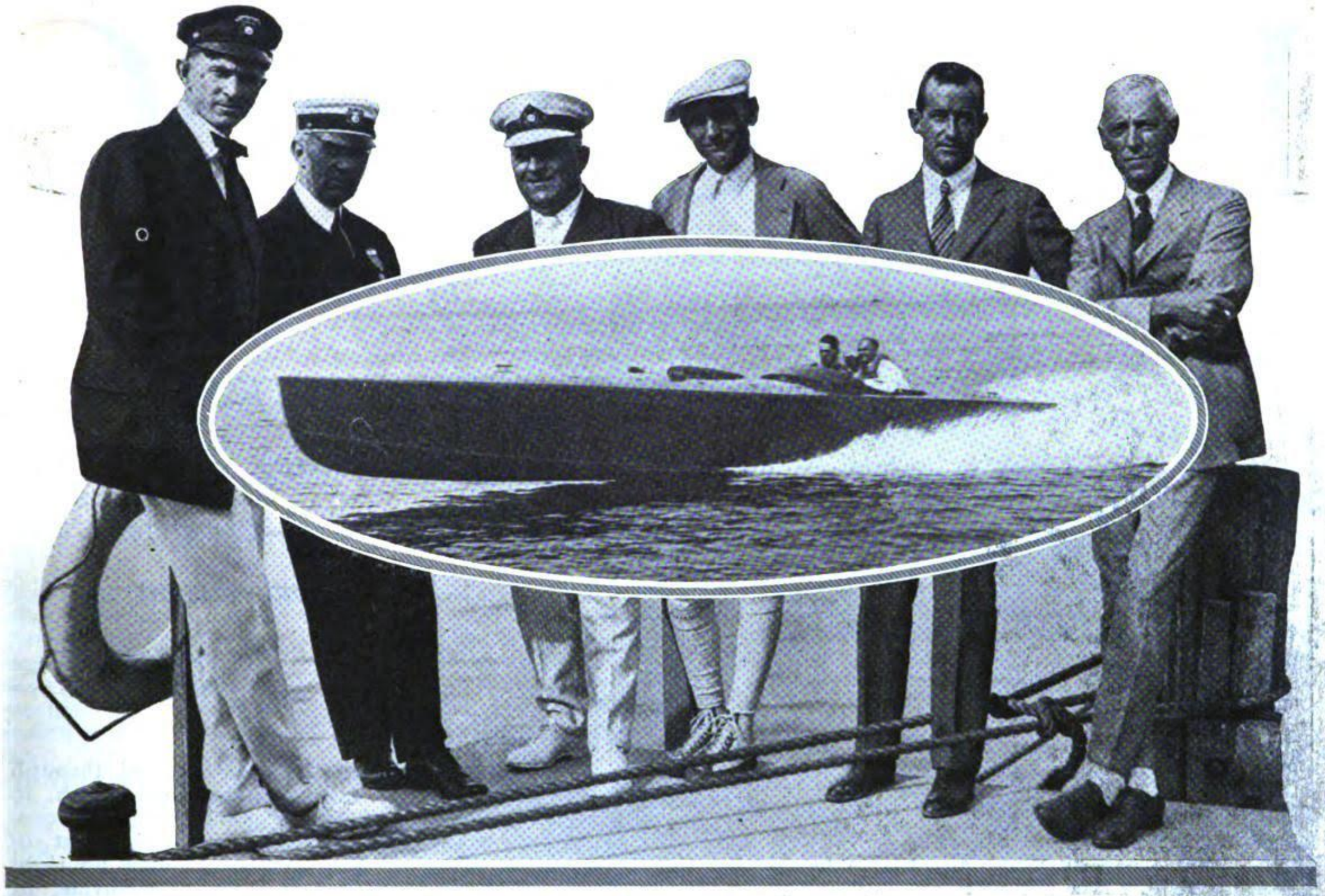

Several of the yachtsmen who have been influential in past years in Gold Cup regattas, left to right: J. Lee Barrett, Commodore F. R. Still, Commodore A. A. Schantz, Col. J. G. Vincent, Caleb S. Bragg, Commodore Harry Greening. Inset shows Greenwich Folly owned by George H. Townsend who will race this year

CARL G. FISHER
To Promote Racing in East

New Organization of Racing Men Formed Which Assures Greater and Better Competition Than Ever Before—Gold Cup Regatta on Manhasset Bay, August 21 and 22, Already Has Large Entry List

WITH the dates for the Gold Cup Regatta still nearly three months off, yet the field of probable contenders appears to be the largest in the history of the competition for this classic event. Already the names of about fifteen craft which are eligible, have been announced and without doubt there are several dark horses being built secretly. The dates of the Gold Cup races will be August 21 and 22; the place Manhasset Bay, Port Washington, Long Island, New York.

The Gold cup is now held by the Columbia Yacht Club, it having been won by this club in 1924 at Detroit when Caleb Bragg's Baby Bootlegger defeated the field of seven starters. The cup was successfully defended by the Columbia Yacht Club last summer, when Mr. Bragg's Baby Bootlegger again defeated all comers at the races on Manhasset Bay.

As a result of the Columbia Yacht Club winning the Gold Cup in 1925, it will be necessary for this Club to defend the trophy, and conduct the contest for same this summer. Consequently the Club is preparing to hold the races on August 21 and 22 on Manhasset Bay, the same course which proved last year so well suited for motor boat racing in the metropolitan territory.

The Race Committee of the Columbia Yacht Club will arrange and handle the details in connection with the actual races such as entries, starting, timing and scoring, laying out the course, patrol, measurement of boats, judges, etc. Co-operating with the Columbia Yacht Club and in charge of other duties which must function at any regatta of the size and importance of the Gold Cup Event, will be the newly formed Montauk Yacht Club which has a station at Manhasset Bay, as well as stations on the East River at New York and on the yacht harbor at Montauk Point, Long Island. The Montauk Yacht Club which promises to become a very influential factor in motor racing of the future, has among its members such men as Carl G. Fisher, James A. Allison, Richard F. Hoyt, Caleb S. Bragg, Mrs. Delphine D. Cromwell, Horace E. Dodge, George H. Townsend, all of whom will have boats entered in this year's Gold Cup Races. Mr. Fisher has given his assurance that he and his associates, as well as the entire membership of the Montauk Yacht Club will stand back of the Gold Cup races and help to produce a regatta, the likes of which have never been seen in the East before. This decision of Mr. Fisher to become (*Continued on page* 180)

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LIQUID G

By Francis Pembroke

A Tale of the Wanderings of a Sea Faring Rover Who Acquired a Love for Salt Water and Action in the Submarine Zones

JOE DELLY had sweated through the war, with the black watch, in the fireroom of one of the old, coal burning destroyers, convoying out of Brest. Having been brought up right back of the docks in Jacksonville, he loved the water and itched for a fight. He was nothing but an overgrown boy at the time he enlisted in the Navy. Before he had hardly learned to shoot a straight shovelful of coal at the white hot Hell that struck his face, when the fire doors swung open, the Fluster went to sea, ostensibly for target practice, met up with three more of her kind, broke open secret orders, dropped into single column and headed East for France and the submarine zone.

He grew tougher and rougher down in the heat, hatches battened, the throb of forced draft in his ear, the shudder of the hull under him, thrown unwarned against some cursing coal passer, in that torrid, jerking, leaping black cavern as the slender steel greyhound plowed through seas that she was never built for, bound, he never knew where. This life was varied only when tied up to the dock, at the base, while sullen German prisoners passed interminable bags of coal aboard, and while the neater crews of the newer oil-burners passed by

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OLD

and laughed and gibed at their slavery.

More than once, at sea, he felt the turbines come to a stop and oftentimes snarl into reverse, and at these times, while his arms still plied a slice bar into a hungry fire, his mind went back to a sunny, comfortable South, and he would wonder if this was to be the moment when the dreaded torpedo would strike amidships, and whether he would live long enough to know what had happened or whether he would be snuffed out on the instant. It was more curiosity than fear. The night they dropped the depth charges made him think he had found the answer. They know very little of what is transpiring, in the fire room. With the change of watch came the exciting news that they had got a sub. Team spirit surged over the boat that night. The Fluster had picked up an enemy sailor's hat, from the slick of oil, as evidence to present to the exacting British Admiralty that they had actually made a killing. They would soon be awarded a gold star to proudly wear on the stack.

Then came the end of the war, some cleaning up around the Base, a few wild liberty parties in Brest, the Fluster pointed her prow west and a fortnight later steamed into Charleston Harbor. Joe stayed on in the Navy awhile. He was transferred aboard one of the new Victory Plant destroyers, where instead of breaking his back over a shovel, he simply peeped through a hole at the roaring fire, squinted at a water column, eyed the steam guage and turned his little oil valves accordingly. It was too tame for him. He quit in disgust, as soon as Uncle Sam could put his hon-

Occasionally, on shore leave, he saw her and although she was pleasant enough to him, it did not fail to penetrate his untrained intelligence that he lacked her approval

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orable discharge papers through their rather devious path.

For a few months he partly loafed and partly labored, along the beach. Life was tame for him. Then he worked up to Boston and got a job in a timber yard just as the Longshoreman's Union was getting ready to try out its strength. When the strike was called he again felt the old spirit of fight coming up in him and he enjoyed the excitement very highly, with no real interest in its outcome. He went to the meetings and heard the agitators exhorting everybody to do something. They were not quite coherent as to just what they expected everybody to do. It was just an inflaming stream of words, poured out on a somewhat confused mass of men. He noted that these spellbinders came from afar, drew good salaries from the International, whether their brethren were out of a job or not, and dissolved into complete inaccessibility when the fortunes of war began to run against the union. He saw men with large families to support, out of work through no wish of their own; men of many years service with concerns that the strike vote had forced them to quit. He saw fear in their eyes, not of employers, who had kept them on the payroll through many bad times and paid them when they were sick, but of the organizers who had forced them to join as a price for the privilege to work. He felt a lot of compassion for one old fellow, who, when the strike vote had been called, had the temerity to stay in his seat, had been dragged to his feet, to make it unanimous and who thereafter had been pointed at as a scab at heart. Joe's resentment rose up against this tin-soldier bravery of incendiary speech. He stood up in meeting and called them a lot of things that would not look pretty in print and beat up the drunken president of the Local, but he was expelled, by a better organized machine than the cowed majority could command at the time.

He stuck around long enough to see the strike collapse and the old men taken back by employers who practiced no vindictiveness. He could have regained his own job and been a hero to those men, but he was sick of it, looked around for a few days, got into conversation with a couple of Coast Guard men and learned about the ice patrol in the North Atlantic. This looked like the nearest thing to war at sea that prevailed at the time. He presented himself to the commanding officer of the cutter Tampa, showed his Navy credentials and once more went back into the fireroom of a coal burner. That winter he hunted ice bergs. To be sure he had mighty little to do with it. His job was to keep the furnaces fed, but in the night, as they rolled deep, with the superstructure topheavy with frozen spray, he could once more imagine that Fritz was about to launch a deadly missile against them, only now it was a spur of ice instead of a torpedo.

In the spring, by that wondrous system that moves enlisted men about from the place that they like to the place that they do not want to go, he was transferred. His move was to Miami. By now, the Coast Guard had begun to lose its earlier functions of saving life, to the very much less popular game of chasing bottles. The Coast Guard resented this. It was made up of men trained to the sea, ready to run any risk to pull off a stranded vessel or save a shipwrecked crew. But a powerful force in Washington, intent on making a law of doubtful enforcement, effective, endowed as no lobby in history has been endowed, kept pressing, until the Coast Guard was given its orders to assume as its primary function, the chasing of the rum-runner from the high, and the low, seas. From the graceful, large and powerful cutters of pre-war days, the service began to be fitted out with smaller, leaner, faster gray vessels. At first all sorts and kinds of craft were used. Then by further wondrous process of administration, instead of employing the great fleet of fast submarine chasers owned by the Navy and admirably suited to the purpose, the taxpayers' money was used to build brand new, similar vessels, while the hundred-and-ten footers that the Liberty Bonds had built at seventy-thousand dollars apiece, were auctioned off at a thousand or so apiece, most of them to become, eventually, highly satisfactory rum-runners.

Shortly after Joe reached Miami, he found himself a machinist's mate on one of these new gasoline driven creations, CG 3291. He was a steam man and a steam man has no use for a gas engine. His knowledge of the art was encompassed by one disastrous trip in a Ford, when, taking the wheel from a trusting friend during one of the sprees incidental to the strike, he had promptly stacked it up against a lamppost on the outskirts of Boston and did great damage to both the Ford and lamppost. He figured that he should worry however. If the wondrous system of government assigned him to run an engine that he knew nothing about, it was not his purpose to complain. Instead he started to tamper with the thing, tried all the levers, got another fellow to start it, and with his teammate went out on patrol off the jetties. It ran all right for several nights and then they burned out a bearing for lack of oil and were marooned out there at anchor until official inquiry sought their whereabouts and towed them in. After this he took more interest and before long was one of the best men at the base on cranky motors.

About this time, he met Pauline Chase. She was a tolerably pretty girl from a small town in New England who had setttled with her parents on the rich farming country back of Miami and was somewhat entertained to make the acquaintance of this big, bronzed brute, who having his imagination fired by a woman for the first time in his life, covered up as much of his roughness as he could. With the ponderousness of a bear, he began to pay her some delicate attention, that is, delicate for him, but rather uncouth from her point of view. He soon found out that she did not pet the way the more doubtful young women of the seaports accepted the enlisted man's advances. This piqued him a good deal and for a time he fought shy of her.

Once in awhile, during his shore leaves, he saw her casually and although she was pleasant enough to him, it did not fail to penetrate his untrained intelligence that he lacked her approval. Nights, when he was on patrol, and especially on those calm, moonlight periods when the bootleggers lie quietly in hiding and there is no furtive exhaust pattering the silence, he thought a good deal about her. This irritated him. He did not want to think about her. She was no sport. She was too fussy. But this did not help any. A small voice kept telling him that she was better than he. He had never admitted before that man or woman was his superior. He did not like the idea.

So it went on for months. The life afloat was rather dull most of the time. Once in awhile a yacht would run in after dark and they would slide up alongside of her and flash their light aboard. This would frighten her owner horribly, who being a strictly law-abiding citizen, had no more than two or three (*Continued on page 76*)

Liquid Gold

Our fiction story this month deals with one of the present day problems and is true to life in many particulars. The problem of illegal smuggling is one of the biggest with which the Coast Guard is confronted, and the difficulty of enforcing the law in the face of the enormous profits possible, make it doubly difficult to combat. Our story goes into the detail of a sea roamer's life and the reasons for his fall from the way of the right.

It was written from the viewpoint of the boatman by one who is thoroughly familiar with the handling and operation of small boats and can speak from experience of the difficulties of crossing the gulf stream under gale conditions. It is a treacherous place for a small boat and a fitting place for the end of this story.

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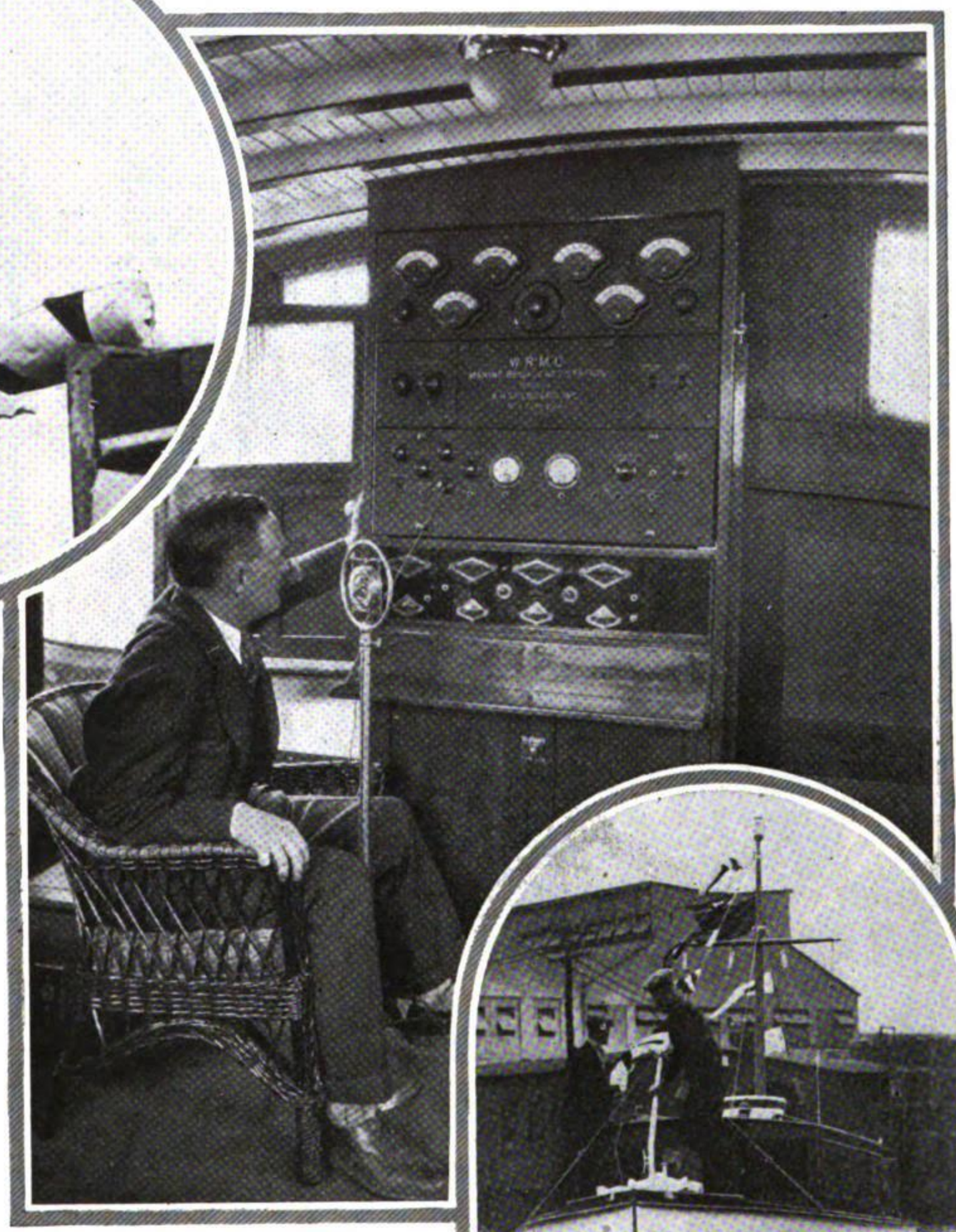
NEW CRUISER *to Broadcast*

MU-1, the First of the ACF Cruisers to Be Launched Equipped with Complete Radio Sending and Receiving Apparatus



ONE of the first new boats of the 1926 fleet to take the water, slid down the ways of the American Car and Foundry Company at Wilmington, Delaware, early in May. She is the new ship MU-1 built for Douglas Rigney, Vice President of A. H. Grebe, Inc., and will fly the burgee of the Manhasset Bay Yacht Club.

MU-1 is one of the stock 47 foot ACF Cruisers, built by the American Car and Foundry Company and is powered with a 6 cylinder Hall-Scott motor which will give the cruiser a speed of about 12 knots. Besides being completely fitted out for cruising and living aboard, MU-1 has many other features never before found aboard any boat. One of her most striking features is the electrical and radio equipment which has been installed.

As far as we know, MU-1 is the first boat to be fitted with a complete broadcast equipment, designed and built to operate not only independently but in conjunction with one of the major land broadcasting stations. Douglas Rigney who is Vice President of A. H. Grebe and Co., Inc., plans to cruise extensively in MU-1 and has entered his boat in all races to be held in Metropolitan waters this summer. In connection with his races, Mr. Rigney plans to broadcast the races during their progress and this will be re-broadcasted by Station WAHG of Richmond Hill, N. Y., for distant reception, or locally, can be picked up direct. In this way all the yachtsmen of the country, whose craft are equipped with radio receiving sets will be able to keep in close touch at all times with the principal racing events this summer.

In addition to the complete Grebe broadcasting outfit aboard MU-1, there is, of course, a **complete Grebe Synchrophase Receiving set.**

Douglass Rigney, owner of MU-1 at the Microphone, broadcasting from his new ACF cruiser

MU-1 taking her initial plunge. Miss Ruth Rigney, 4 year old daughter of the owner, breaks the bottle on MU's bow

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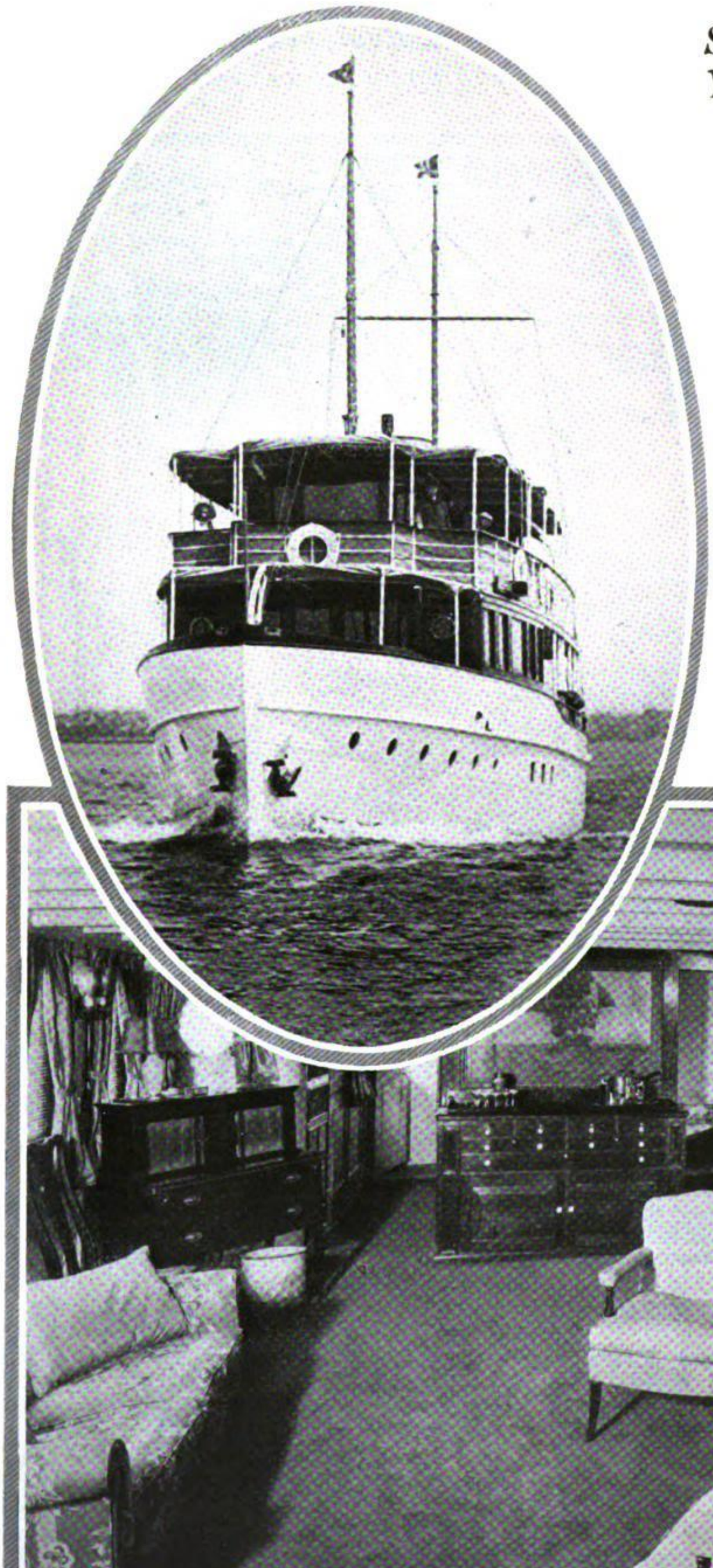
ALPHA—*A 100-Foot Diesel*

Substantial and Seaworthy Twin-Screw Yacht Takes Its Place Among the Fine New Craft



Alpha, the new 100 foot Bessemer Diesel yacht

She has two, six cylinder Bessemer Diesel engines

The combined living and dining saloon in the deck house forward

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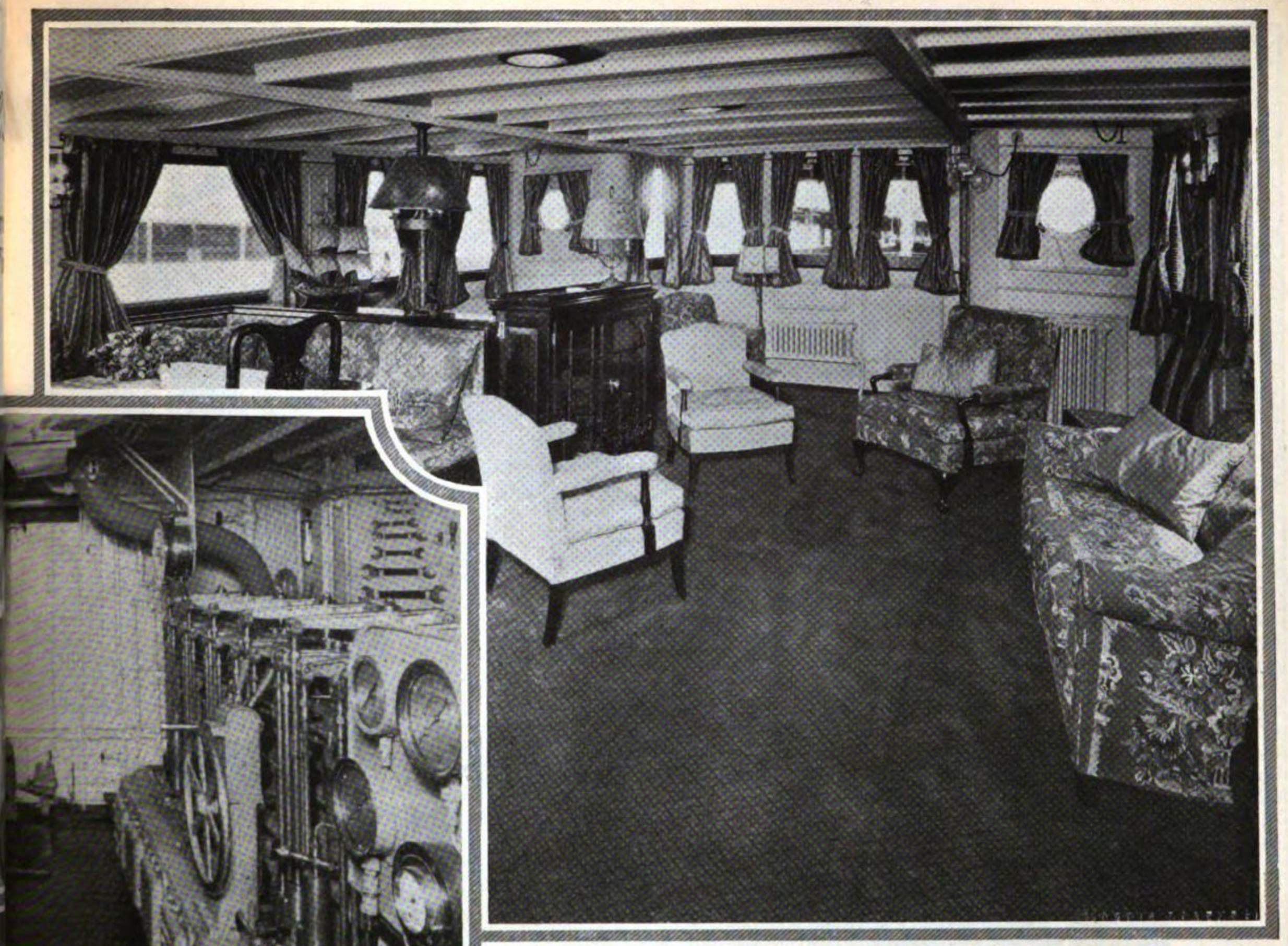
Photographs by M. Rosenfeld



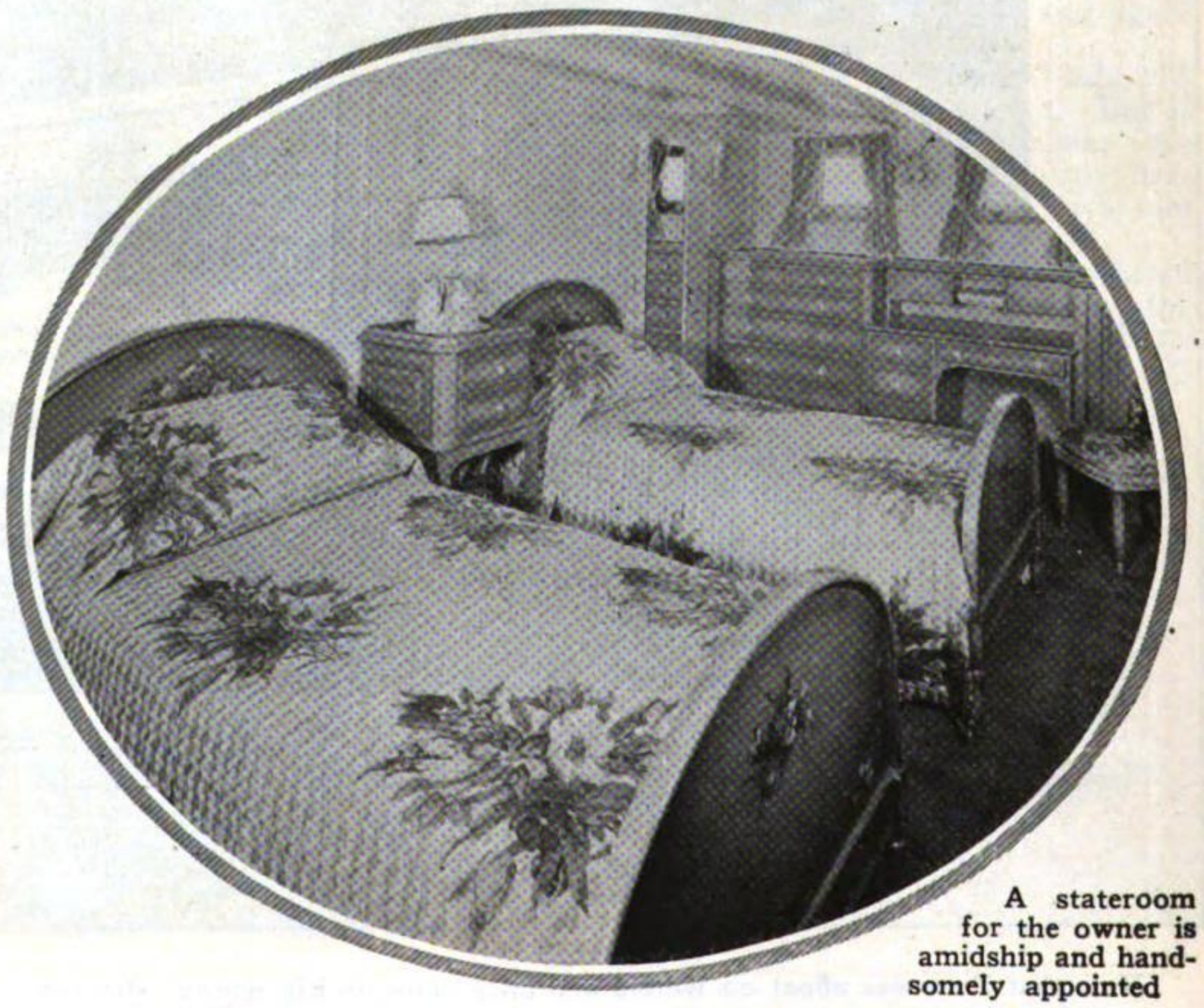
The deck house extends clear to the sides of the vessel

and well balanced, which combined with the structural features of the boat itself, tends to eliminate entirely a serious problem in Diesel yachts, namely, vibration.

The cabin plan shows a very interesting layout for the owner's quarters comprising three fine double staterooms below deck which are located forward. There are three bath (*Continued on page* 154)

GEORGE MARSHALL ALLEN of Morristown, N. J., is the proud owner of the new 100 foot twin screw Diesel yacht Alpha, which has just been completed. She was designed and built under the supervision of Henry J. Gielow, Inc., naval architects and engineers of New York. The owner, Mr. Allen, had devoted considerable time, thought and study to the particular features of the general layout and many unique features of this are due to his studies. The power plant, hull, and equipment were all specified by the designers. The boat is a proven success, and has caused favorable comment from experts, both from an operating and a living point of view.

She is powered with a pair of six cylinder, direct reversible, Bessemer Diesel engines, and is the first boat, according to the owner's statement. which he has ever been aboard, that is entirely free from vibration and noise. The engines are flexible, quiet,



A stateroom for the owner is amidship and handsomely appointed

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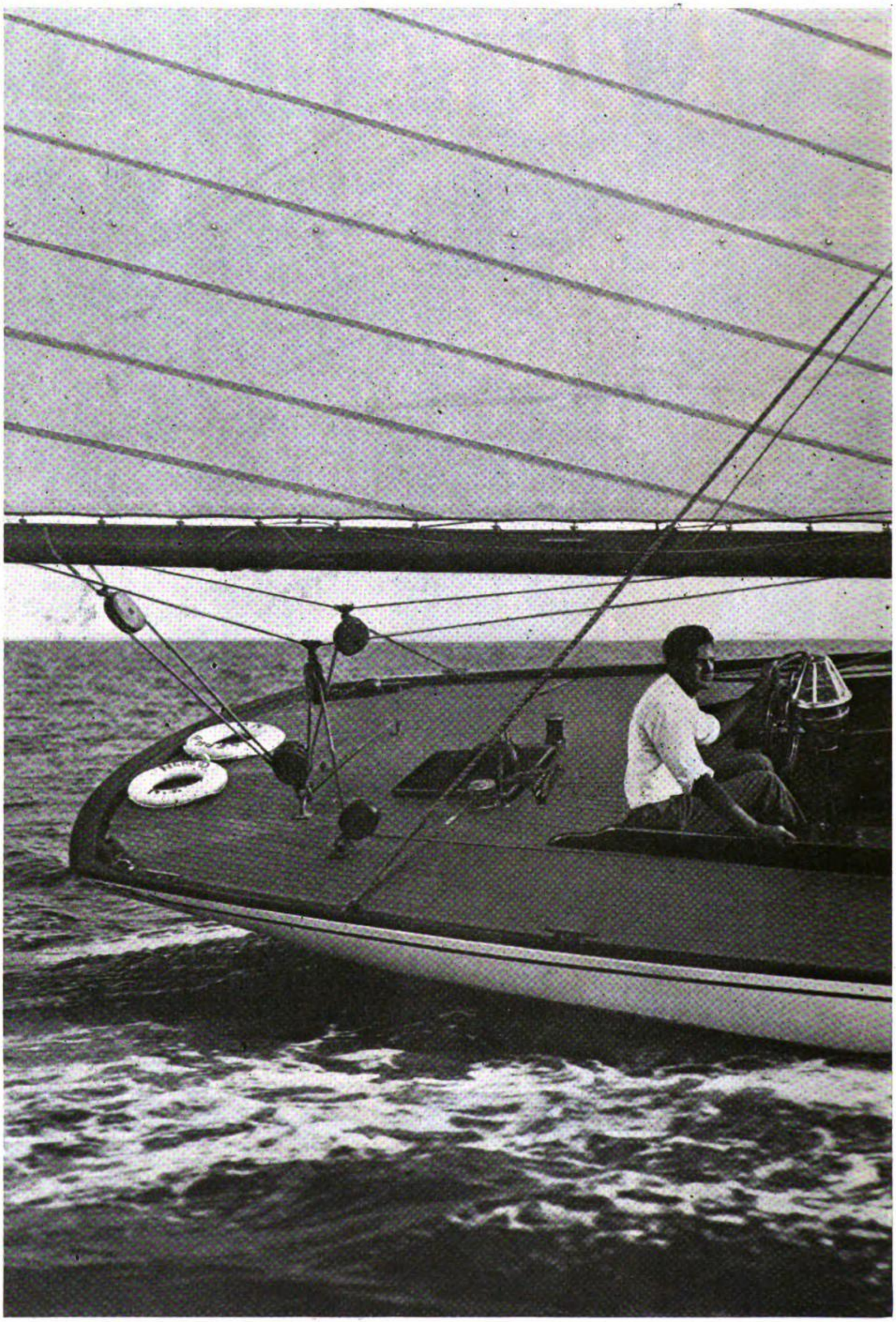
Photographs by M. Rosenfeld



Now that Free was afloat on Nereid and once more on his natural element, he longed for an encounter with the pretentious young Reservist

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The BATTLE of Dorchester Bay

By
Alfred F. Loomis

Note: This story harks back to '17, in the formative days of the Naval Reserve, when sheer bluff sometimes masqueradad as merit. It could not be imagined of the regular Navy—nor, indeed, of the Reserve in its triumphant latter days.—The Author.

ALL summer, that first year of America's participation in the Great War, the sloop Nereid had lain to moorings in her little Massachusetts harbor. She was as pretty a sloop as you'll see in a long day's run, and with canvas set and the sun gleaming from her smooth white sides she was a sight that had brought many an amateur's camera into play. But that year, since earliest April, she had worn an air of forlorn neglect, with headsails stowed and khaki cover on her main.

And then one fine September morning affairs took a decided turn for the better. Stanley Free, rowing out from the private landing off which Nereid lay, tossed a duffle bag into her cockpit, unlocked the cabin door, and dropped below. Five minutes later the youth emerged very much changed as to externals. He had boarded the yacht in the trig uniform of a United States sailor, bearing the insignia of a quartermaster. Now, in his old white blouse, threadbare trousers, and nondescript shoes he looked like one of two sorts—either a highway vagrant or a deepsea yachtsman. Free happened to be the latter, and in perfect proof of his acquaintanceship with small craft he had mainsail hoisted, small sails bent on, bilge pumped, and various weather covers stowed below in less time than it would take a landsman to box a quarter of the compass.

With Nereid ready to get under way and a pretty whisper of wind blowing off the land, Free glaced about and aloft.

"Golly," he said, snapping his fingers. "Just like a quartermaster to forget her colors. Before I start I'll see what I can break out."

He dived below and in a few seconds reappeared with a United States yacht ensign and a blue burgee in one hand, and in the other a square white flag with blue fouled anchor and four blue stars. The ensign he hoisted to the peak, and the blue burgee, which denoted that the owner was absent, from the starboard spreader. Then he looked regretfully at the third flag and again spoke his thought.

"Under the circs," he said, "I guess I'd better not fly it. But if my old college chum Elmer Collins is on duty in Boston harbor I'd sure like to give him an eyeful."

So saying, Free replaced the square flag in the locker, and a minute

(*Continued on page* 112)

With canvas set and the sun gleaming from her smooth white sides she was a sight that had brought many a camera into play

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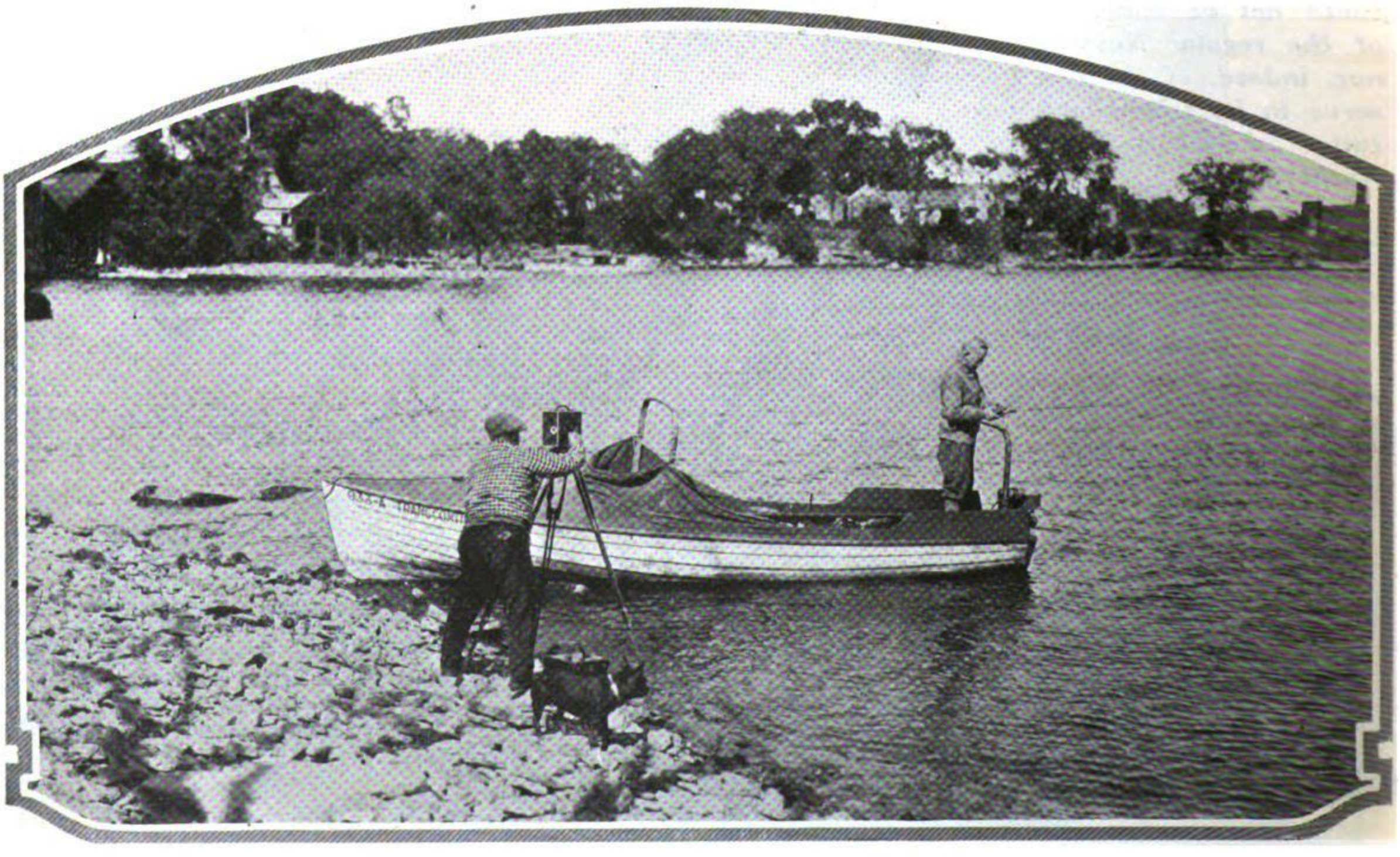
ACROSS AMERICA *by* Motor Boat

By John Edwin Hoag

The Journey of the 18 Foot Runabout Transcontinental is Nearing an End. The Cruise Started at Astoria, Oregon, and the Voyageurs Have Successfully Navigated Their Little Outboard Powered Craft to the Atlantic Seaboard at Montreal. They Continue the Journey Through the Richelieu River and Lake Champlain, Making Steady Progress Toward New York

PART VI

LEAVING Cambellford on the morning of September eighth most of the forenoon was consumed getting down the series of locks between there and Trenton at the Lake Ontario end of the Trent Waterways on the Bay of Quinte. Arriving at Trenton we cruised right on down the river and into the bay in spite of the wild waving of a major portion of the populace of the town who beckoned us to come ashore. As the bow of Transcontinental slid out into the waters of Lake Ontario a sullen sky that had threatened rain all morning opened up—and down came the rain—literally by the bucketfull! We drove on through the rain and a miserable, choppy little sea that lashed the surface of the Bay of Quinte. By two o'clock in the afternoon the fog and rain became so thick that it was almost impossible to make out buoys and other aids to navigation. The bay was also full of floating drift, chiefly pulp logs. Attempting to go on under such circumstances was far from pleasant, and so inviting of disaster so near the end of our long cruise that I decided to put into Belleville. I don't think we ever could have found that place but for the identification of location furnished us by the great bridge which spans the Bay of Quinte from near Belleville to the Prince Edward Peninsula. The lowering of the water level of Lake Ontario has virtually ruined the small commercial harbor that Belleville once had. But, we found our way into the shallow basin through a mile of sedge grass, and eventually tied up at the yacht club anchorage. We had scarcely landed at the Queens Hotel before the newspaper reporters found us, and forthwith spread the



Wilton doing his stuff with the Ciné Kodak on Lake Champlain

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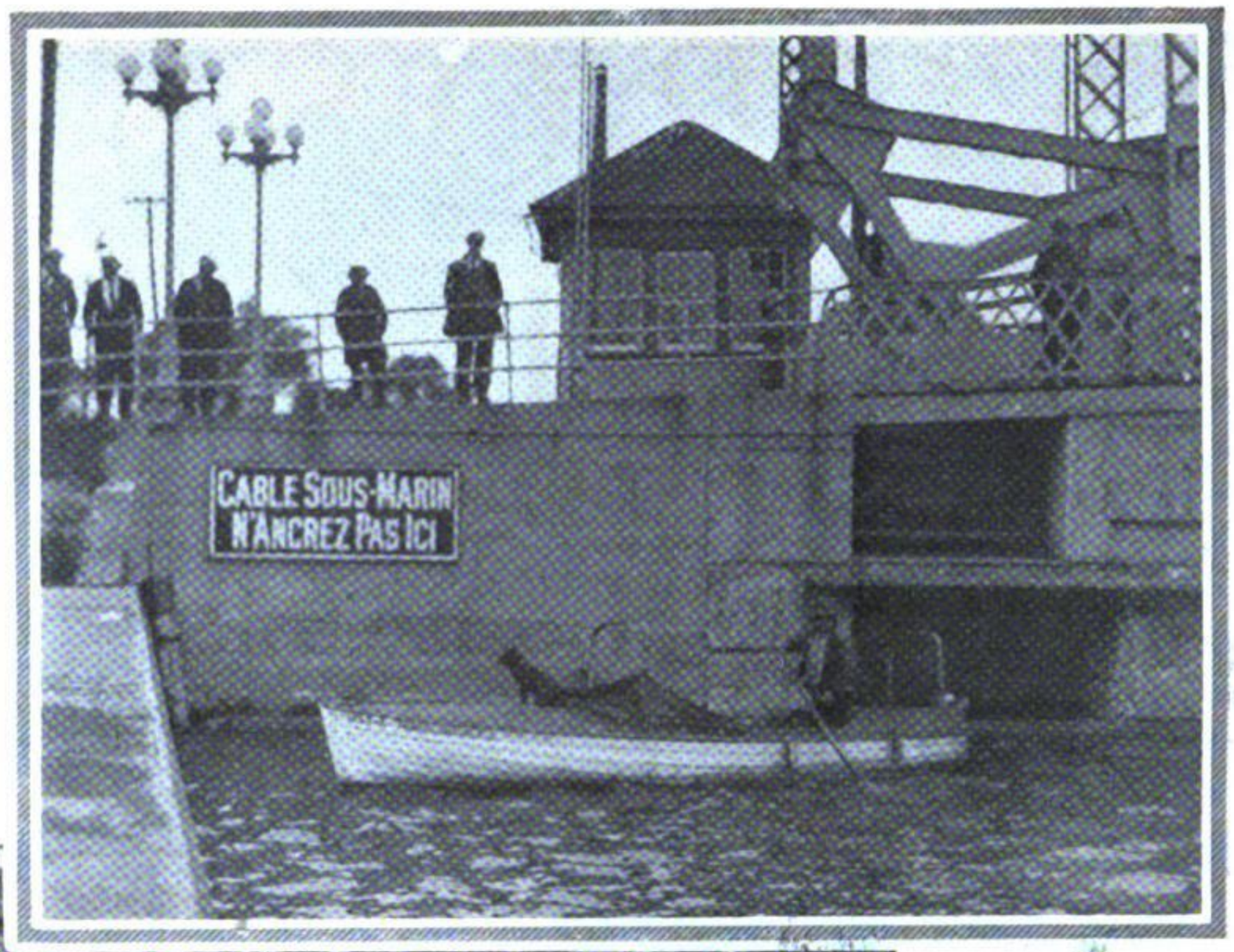
news to His Worship, Mayor E. C. Mickle. The Mayor had a quantity of mail for us, and virtually turned the town over to us. He seemed greatly disappointed at our inability to remain "at least two or three days in Belleville."

While the numerous courtesies and hospitalities that we encountered along the inland waterways from ocean to ocean were all thoroughly appreciated, it was always difficult to convince these kind-hearted friends that we were confronted with the necessity of pushing on in the direction of Hoboken. The plea was always—"just a day," but those days had already dragged out into weeks, and we were hurrying to get down the Hudson ahead of the ice.

The morning of September ninth dawned fair but windy. We shoved off from Belleville, and got hammered unmercifully all the way down the Bay of Quinte to Deseronto and Picton. In spite of the choppy seas that fought each other and pounded us from all points of the compass, we had covered 30 miles during the forenoon when we decided to go into Picton for lunch. While we had become so used to rough water that we no longer dreaded it, experience



At St. Jean, the sign says: Cable Crossing. Don't anchor here

Customs inspection at Rouses Point; Spy objected to being boarded

Commercial craft in the Richelieu River at Sorel, Quebec

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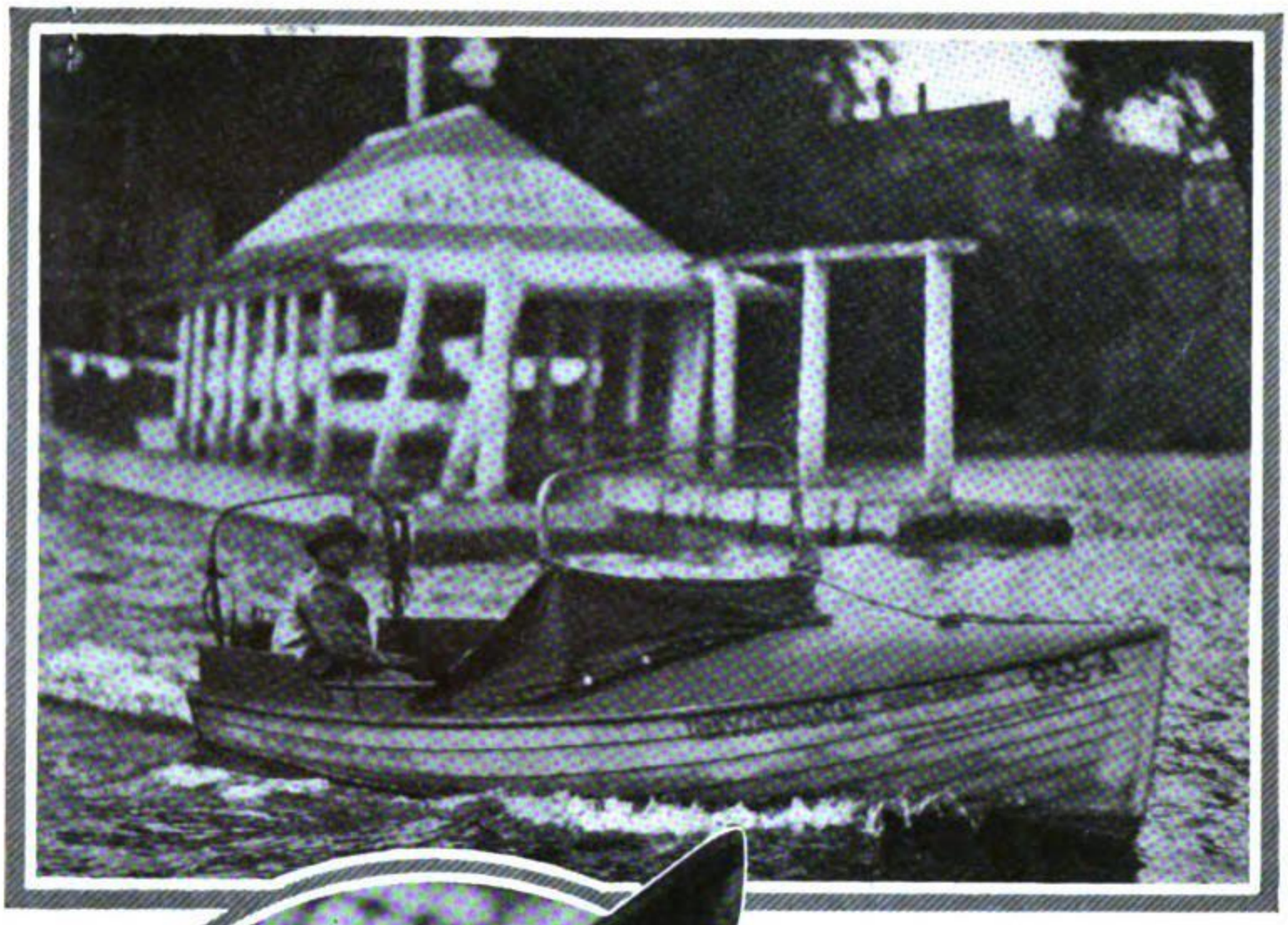


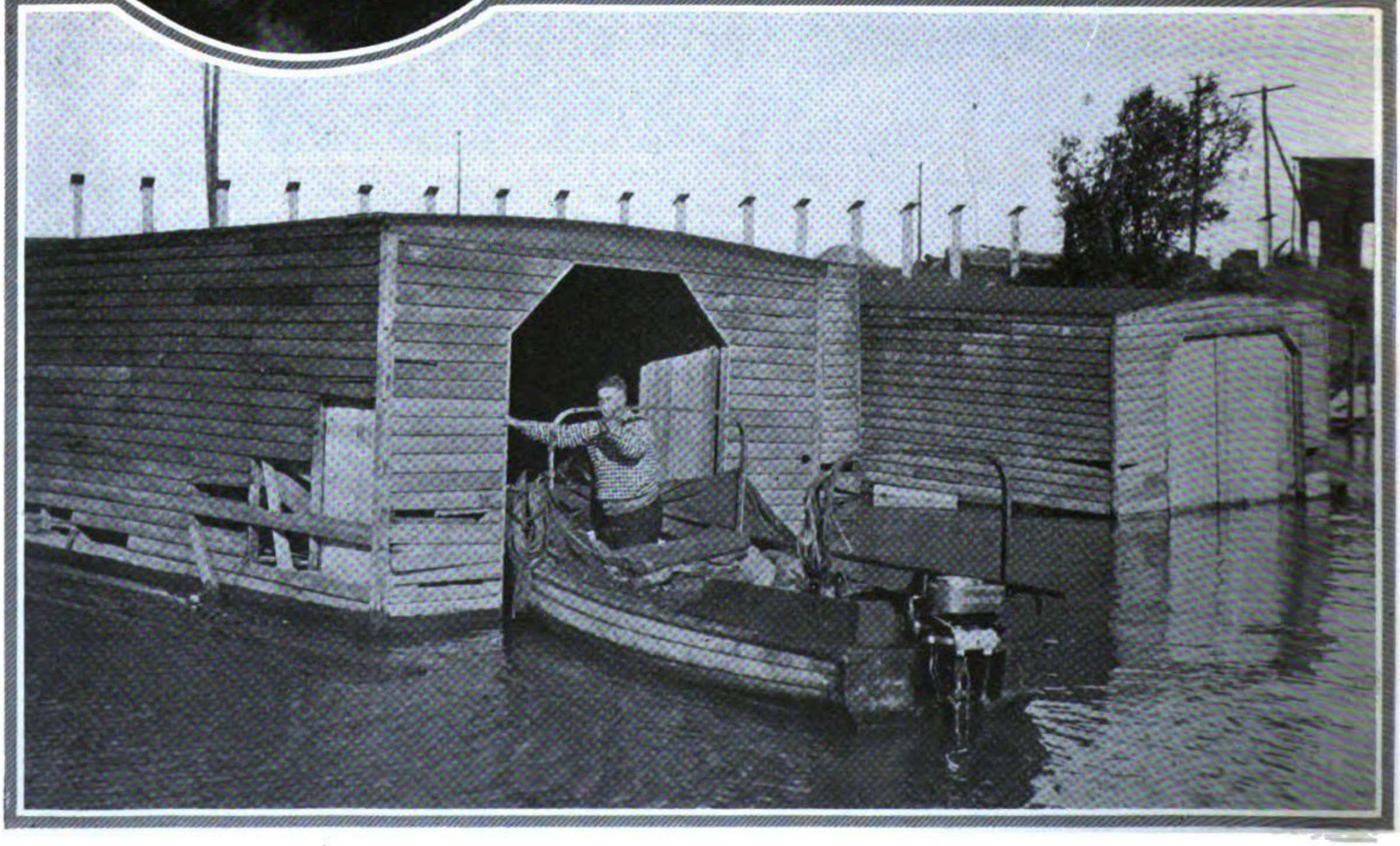
In front of Dr. Marnes landing at Rouses Point, Lake Champlain

Spy became a sort of pelican at eating fish. The necessity for making miles sometimes allowed the dog biscuit to run short

had taught us that no matter how strong one may be physically getting on shore for a brief rest is desirable after a few hours of pounding in a small boat.

As we lunched in a Chinese restaurant in Picton it was about a toss-up as to whether we should shorten the cruise into New York by cutting across Lake Ontario to the New York State Barge Canal, or go down the St. Lawrence. We preferred the St. Lawrence route for interest and experience, but time was a factor to be considered. Moreover, with the weather conditions we'd encountered during the past few days, we were somewhat skeptical as to the advisability of tackling the run across Lake Ontario from the Canadian side to Oswego, New York. We finally agreed to let the question of routes decide itself when we got down to the two inlets between the end of the Prince Edward Peninsula and the entrance to the St. Lawrence. Leaving Picton we got so roughly handled that we thought for a time we'd have to put in at Prinyer's Cove near the tip of Prince Edward Peninsula. But when we arrived at the end of Adolphus Reach the dreaded Upper Inlet from the main body of Lake Ontario was not as bad as we'd anticipated. The waves were higher, but less choppy than the Bay of Quinte which we were leaving behind. Forthwith, we shoved on across the inlet, slid behind Amherst Island, and hauled down the shore until we were abeam of Bath. We had decided to run into the quiet little harbor of

(*Continued on page* 128)



The boathouse of Jacques Seymour at Sorel, Quebec

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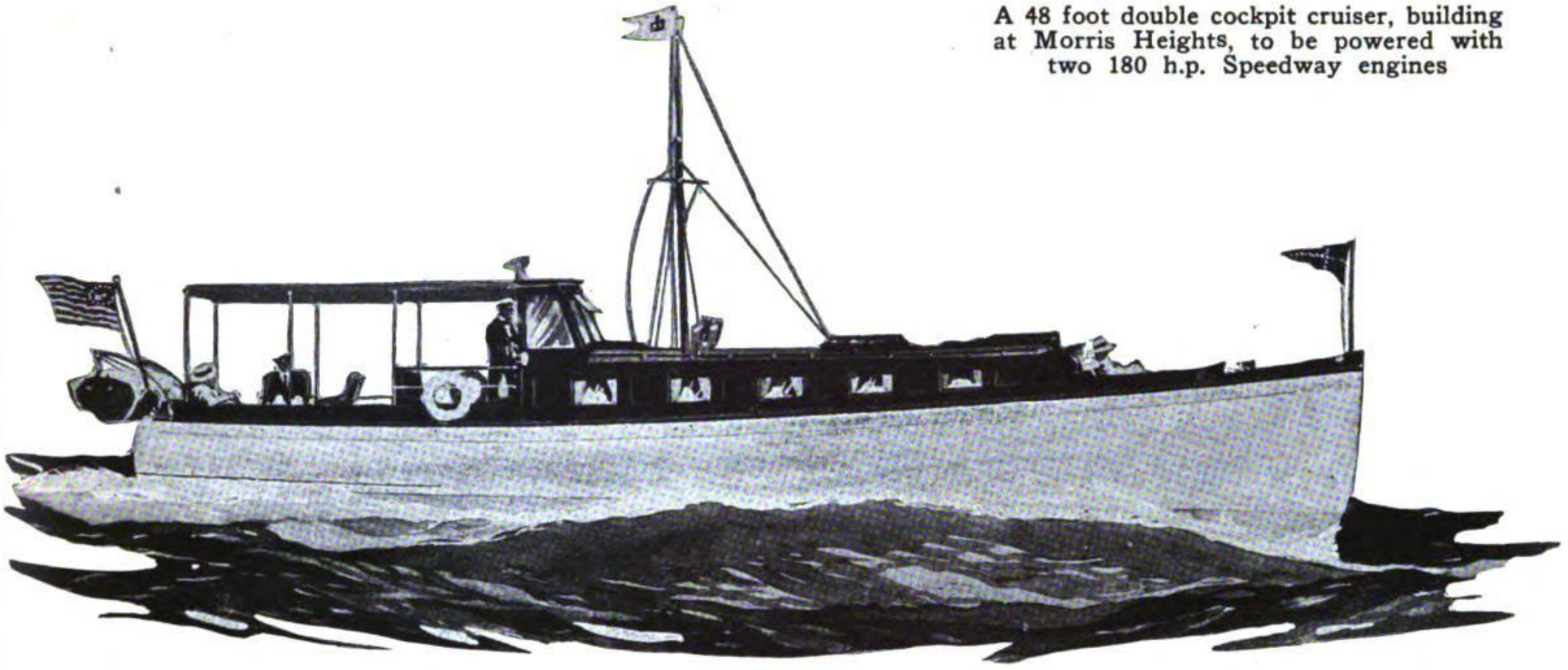


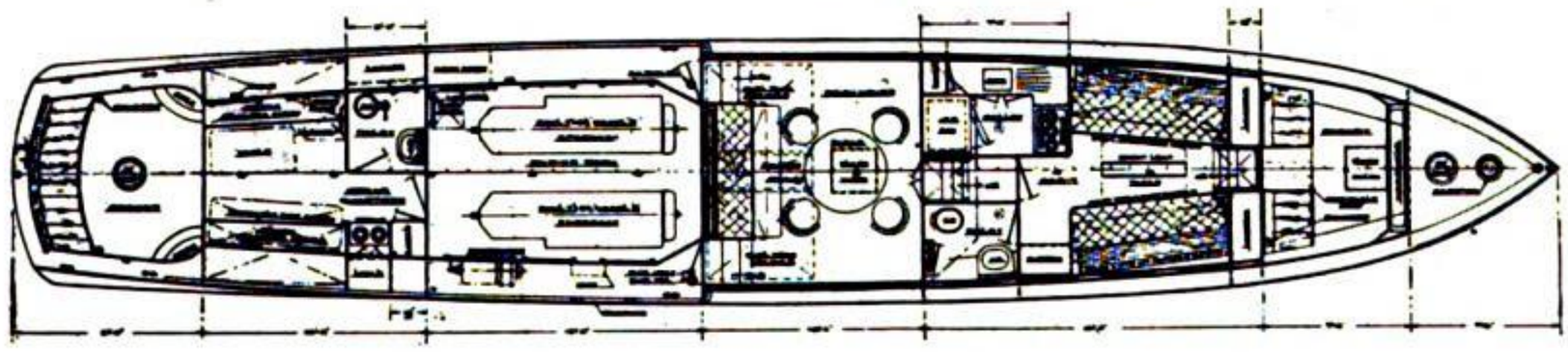
A 48 foot double cockpit cruiser, building at Morris Heights, to be powered with two 180 h.p. Speedway engines

Consolidated Builds Two Fast Ferry Cruisers

A Popular Type of High Speed Boat Intended Particularly for Commutation Service Between the Country Home and New York

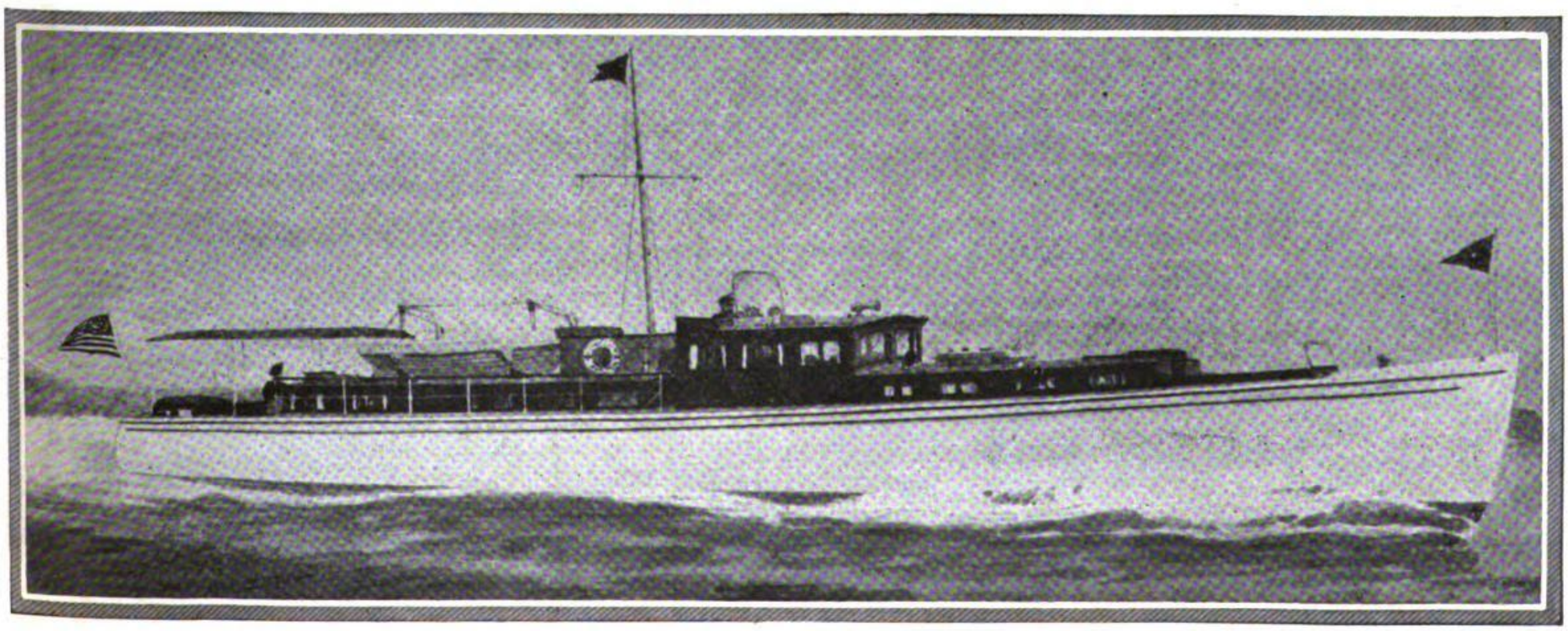
AMONG the many new boats rapidly nearing completion at the big plant of the Consolidated Shipbuilding Corporation, Morris Heights, N. Y., is a 48-foot double cockpit cruiser pictured above, which is intended to be a high speed craft. It will be powered with a pair of the 180 h.p. Speedway engines, model MR6, which develop their power at about 1,300 revolutions. The bore and stroke of these machines is 5¾ by 7 inches.

The large boat is to be a fast ferry yacht, and has a length of 73 feet, with a beam of 12½ feet. This boat, for a prominent New York yachtsman, follows the general lines of the famous Scaramouche and Whirlwind types, which the Consolidated Shipbuilding Corporation originated a few years ago. The power plant for this will consist of two of the large model R Speedway engines, with a bore and stroke of 7 by 8½ inches. It is expected that this boat will be able to do about 30 miles.



Arrangement plan of the 73-foot fast ferry boat

Outboard view of the boat at 30 miles speed



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SIROCCO

Sails *for the* Mediterranean

New 120-Foot Diesel Yacht a Fine Example of Wooden Ship Construction, Embarks on Maiden Voyage to Distant Seas

The new Diesel yacht Sirocco, was designed and built by A. E. Luders, head of the Luders Marine Construction Company, Stamford, Conn., for Francis S. Whitten of New York. She is powered with two 175 h.p. Winton Diesel engines, which drive this 120 foot craft at 15 miles

Photographs by M. Rosenfeld

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Sirocco's power plant is a pair of six cylinder, 175 h.p. Winton Diesel engines, which make a very suitable power plant for this type of craft. The engines are air starting and reversing, and turn at 450 revolutions

The dining saloon is in a sunken deck house forward, the fittings and furnishings of which are most attractive. Abaft the deckhouse is the protected bridge deck and pilot house, from which the boat is handled

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HUCK *Says*

Harrowing Details of The Florida Yacht Club Regatta

WELL, Chap, I supposes that the reason you fails to come to our Regatta, it was because when you hears I is connected with it, you figures it would be a flop anyways. All I has to say is that we fools you. The Regatta it was a roaring success, and the reason I knows it was, was because Mayor Alsop says so, right out loud in public. But I intends to tell you the whole entire story, so this is how it happens.

Along about the middle of March Jim Stockton, he says to me, says he, "Huck, what does you say we has a Regatta in April?" "What April?" I rejoins. "This April, next Month, you fathead," he replies, uncivillike. Now Chap, I goes on to tell him that Regattas, they has to be planned about a year ahead and that they is no chance of their being a success unless they gets some wise and experienced guy like you to run them. He interrupts, rudelike, after I has only been talking fifteen minutes, and says as how we will have the first meeting of the committee in two hours. Now this Jim Stockton, he is President of the Believers In Jacksonville, Fleet Captain of the Florida Yacht Club and is one of them fellers, what when he says "Let's do so-and-so" a hundred thousand men drop their pens, hammers and hoes, and comes to attention, so I knows that it isn't no use opposing him, and I mumbles weakly allright.

So in just two hours I sits down to a table in Commodore Raymond C. Turck's office, with him and four other fellers. The Commodore he calls the meeting to order and delivers himself thuslike, "I believes we should have a Regatta and a real one. I believes it should be a amateur contest and that they should be no charge for anything. On behalf of the Yacht Club, I will authorize the club to pay all the expenses and to present a set of Cups that will be worthy of the event. I will enter and drive my own boat and do my best to connect with one of them. James R. Stockton will be chairman of the Regatta Committee. Now Jim, do your stuff."

On the strength of which, Jim Stockton, he up and speaks

Commodore Raymond C. Turck of the Florida Yacht Club

Start of the race for the Championship of the St. Johns River, Jacksonville, Florida

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Jacksonville Lands on the Racing Map

as follows: "Kenneth Merrill, you is to be chairman of the Invitation Committee. See that every boat in this part of Florida what is able to get out of its own way, is entered and runs. Franklin G. Russell, you is Chairman of the Course Committee. See that you gets a proper course laid out and buoyed, before the race, not afterwards. John L. Holmes, you is chairman of the Publicity Committee. See that the newspapers tells the story, constant. Huck, you is the chairman of the Race Committee. All you has to do, it is to see that the races are run right when the day comes, and in the meantime keeps as quiet as possible so we can make some plans. Each chairman, he has the privilege of picking his own committee and the only condition, it is that you picks men what are live wires. That is all for today. The meeting is adjourned."

Well, Chap, of course you knows why they picks me as chairman of the Race Committee. I has been telling them that I is hot stuff on racing because you puts me on the Miami Regatta Committee several times. I doesn't tell them that I misses a couple laps on two or three boats and all that stuff when I tries to keep the records and I figures I bluffs it out if I gets some real brains on the Race Committee, which I done. I picks out three of the leading lawyers and four of the best business executives in town, and I says to them, says I, the only way we gets away with this, is if we puts our whole mind on it, which they done.

The nespwapers, they busts into print and inside of a week, the United States Engineer has laid off a two mile oval course, right along the Riverside Shore, seventy-six boats has entered, and the City it has put up a grandstand for two thousand people right back of the judge's barge. Then we has one short meeting of the Race Committee and I pulls the Jim Stockton stuff and I says, "Here is a text of operation and all you need do is read it and everything will be okay. Moody Clarkson, you will be the clerk of the course. All you has to do is (*Continued on page* 146)

James R. Stockton, Chairman of Regatta Committee, Florida Yacht Club

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An OUTBOARD Add

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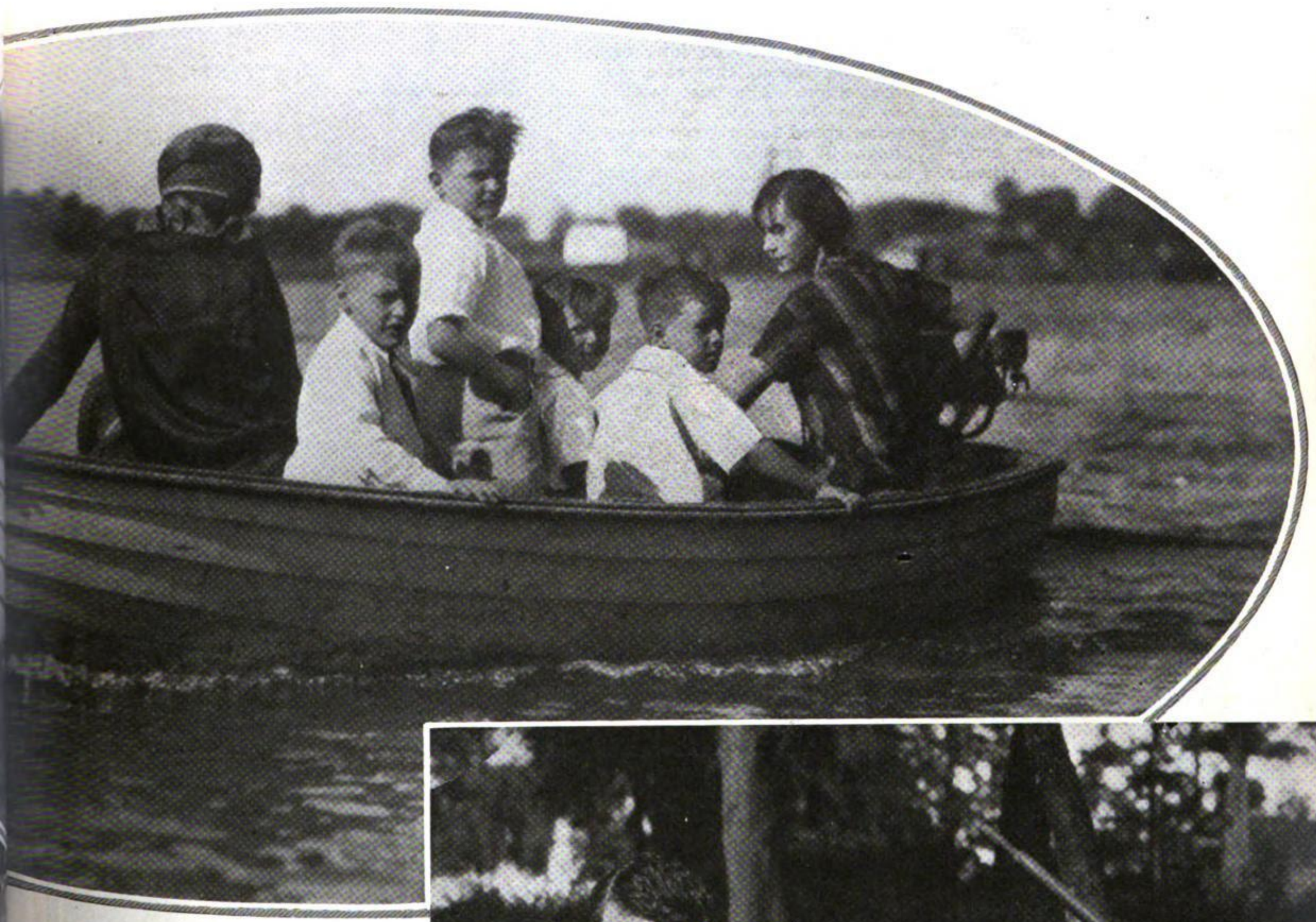
to the Joys of Life



The preparations before a joyful picnic with the boat and outboard engine are simple indeed. Its light weight permits the ladies to carry the engine from the car to the boat, leaving the youngsters free to carry the lunch, oars, and lighter equipment. Any substantial boat can be quickly converted into a desirable motor boat by attaching the little engine

Underway in the sunshine. The children and their guardians are off on the long awaited picnic. The sturdy motor on the back of the boat permits of miles of pleasurable cruising. Distance no longer is a bar to prevent a long trip to the most delightful places on the lake. The engine will run for hours on end without effort or attention, and carry the boat surely and speedily to its destination

The light weight and portability allow the engine to be readily detached from the boat at the end of the day's fun, or if the boat is to be left for a longer period. The youngsters full of pep and sandwiches are eager to help in securing the boat and vote the day's outing an unqualified success, with extra thanks to the little engine which did the heavy work

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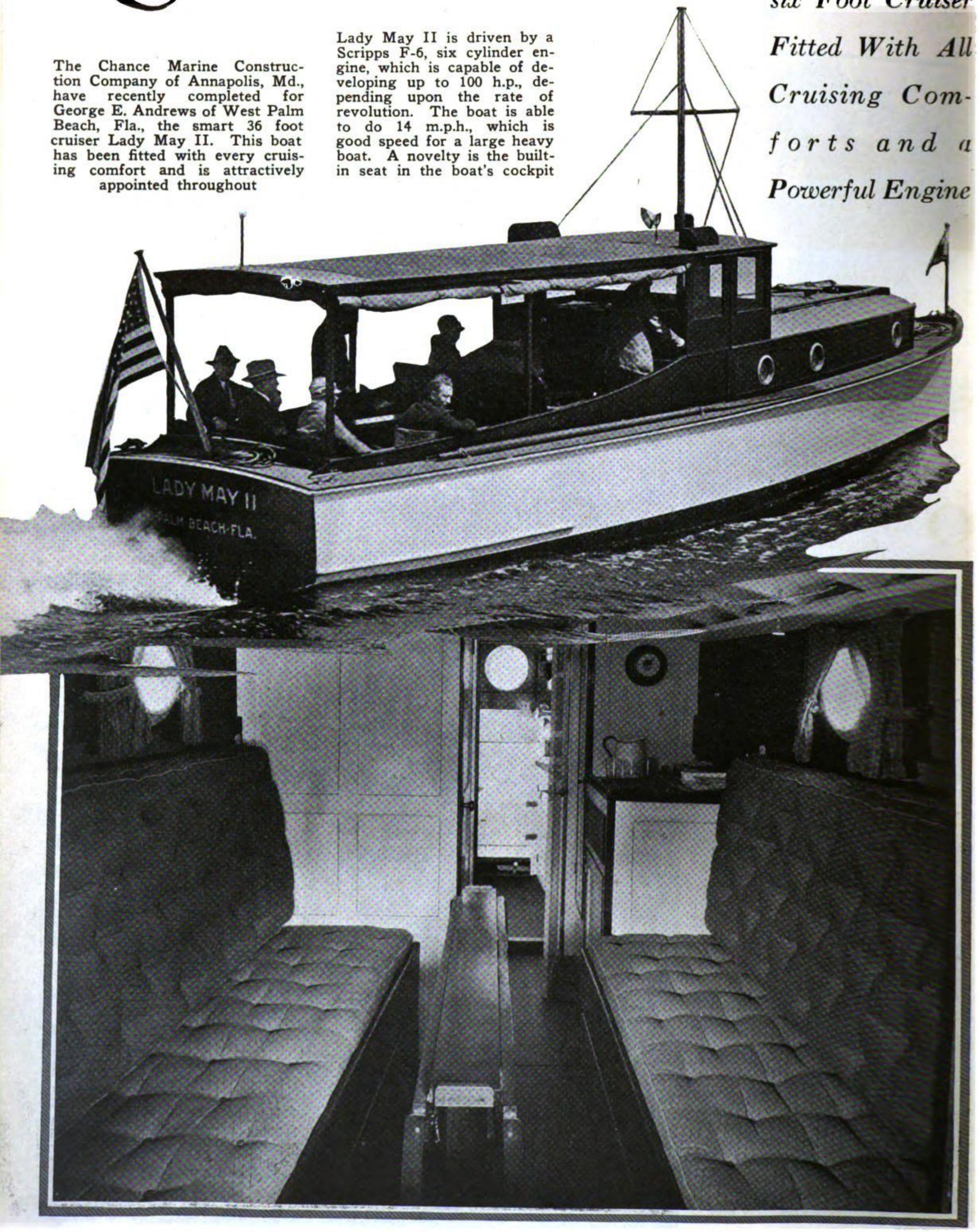
Lady May II

Smart and Substantial Thirty-six Foot Cruiser Fitted With All Cruising Comforts and a Powerful Engine

The Chance Marine Construction Company of Annapolis, Md., have recently completed for George E. Andrews of West Palm Beach, Fla., the smart 36 foot cruiser Lady May II. This boat has been fitted with every cruising comfort and is attractively appointed throughout

Lady May II is driven by a Scripps F-6, six cylinder engine, which is capable of developing up to 100 h.p., depending upon the rate of revolution. The boat is able to do 14 m.p.h., which is good speed for a large heavy boat. A novelty is the built-in seat in the boat's cockpit



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Photographs by M. Rosenfeld

Spentonbush 1, with a tank capacity of 26,000 gallons, will deliver gasoline in and around New York Harbor

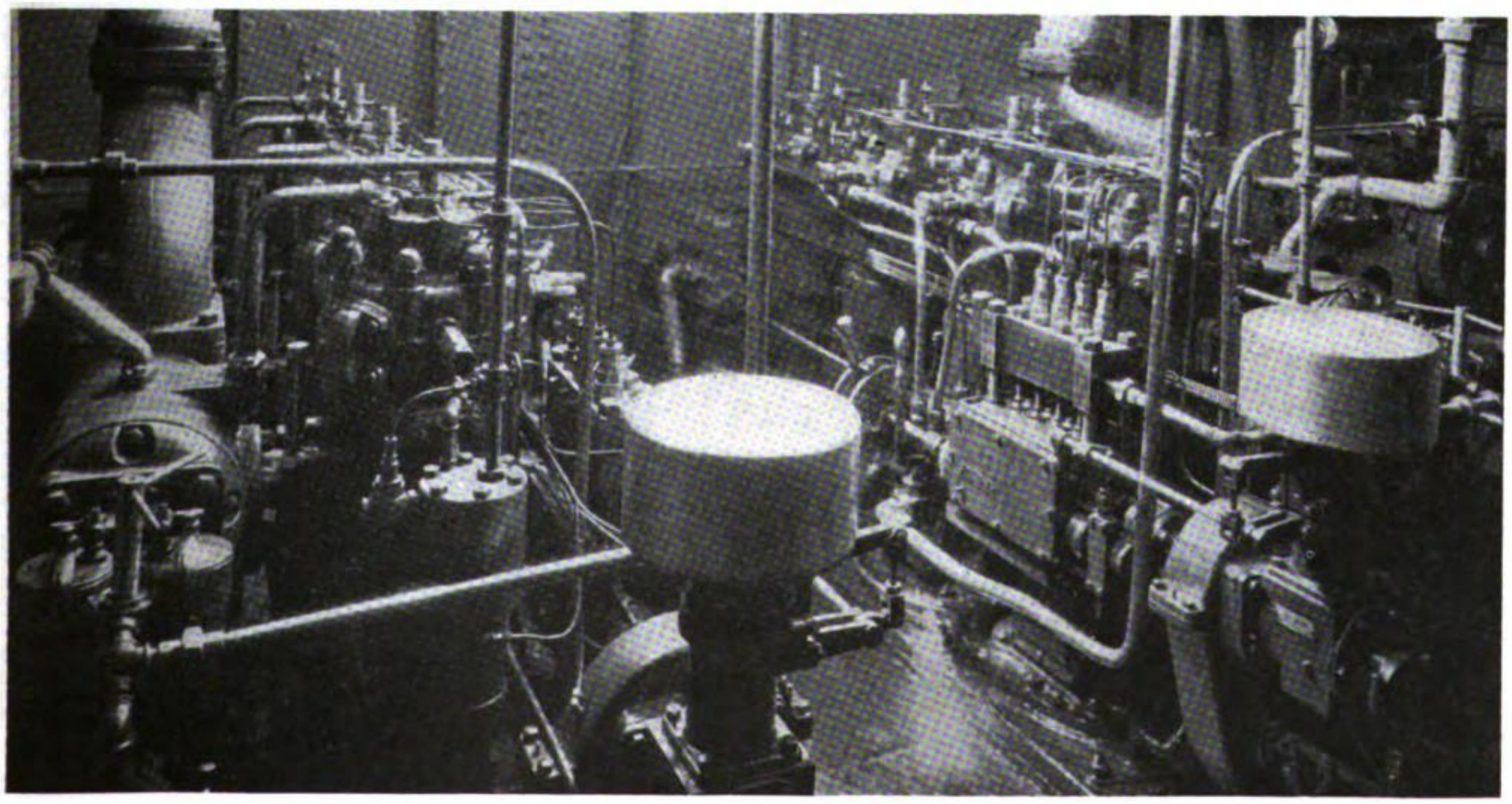
A DIESEL Oil Tanker

Newest Gasoline Transportation Boat in New York Harbor Has Large Capacity and Is Driven by Mianus Diesel Engines

ONE of the essential industries from the motor boatman's point of view is the supply of gasoline at convenient points where wanted. In order to expedite the transport of the large quantities of gasoline in and around New York Harbor, the Spentonbush Fuel Transportation Corporation, have constructed a new 81 foot steel tank vessel with a beam of 18 feet, to handle this traffic. This boat will cover all points within a day's travel of New York at rates for transportation far below all other forms of hauling.

The boat is of relatively shallow draft, but has also a large carrying capacity, so that it can enter many of the smaller harbors. It is powered with two 70 h.p. Mianus Diesel engines of the four cylinder type, which are directly reversible. The engines are air starting and reversing. A small three horse power gasoline driven air compressor furnishes an abundance of air for all maneuvering purposes, and will replace the air as fast as necessary for an unlimited number of reversings.

Due to the elimination of the reverse gear, the engines occupy but a small portion of the boat's fore and aft length. The direct reversible engine turns the propeller with full power in either direction, and this boat on test has been brought from full speed ahead to a dead stop in its own length by reversing both machines. The boat owner will appreciate the advantages of this power in reverse, particularly if he has at some time or other run aground, and had to call on his engines for excessive power in reverse. The engine mechanism is simple, and it is surprising how quickly it can be reversed. It takes but five to ten seconds depending on the skill of the operator, to change the direction of rotation. The propellers on the main shafts are 36 inches in diameter and 40 inches pitch. The (*Continued on page* 168)



Two 70 h.p direct reversible four cylinder Mianus Diesel engines furnish the power to drive the boat

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The 32 foot steel Safety Cruiser being driven by its twin Erd motor installation

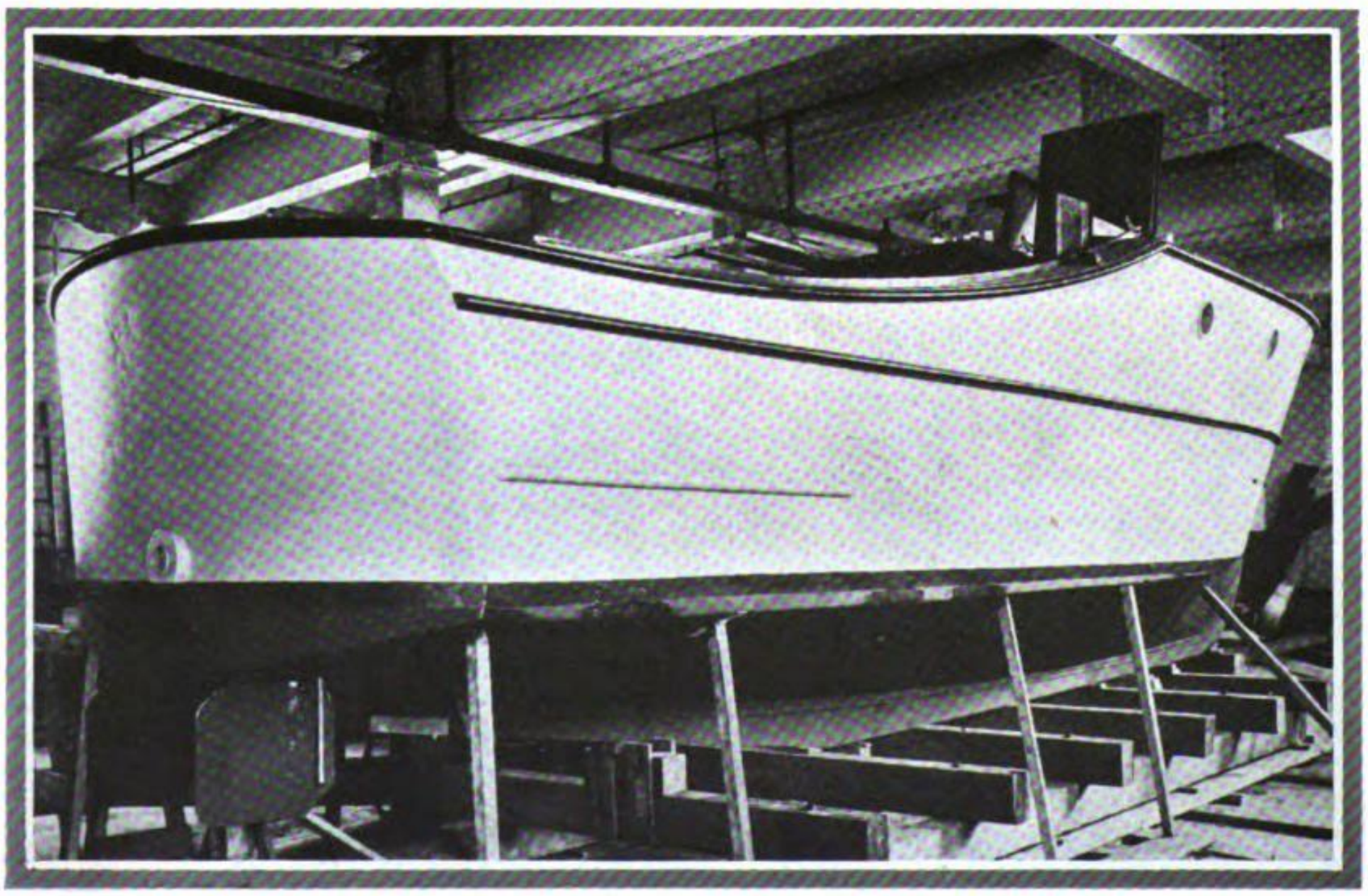
Boating In Safety

Newest Collision and Fire Proof Small Boat Creates Sensation by Many Startling Innovations

PROGRESS is being made in the construction of small boats. Safe Pleasure Boats, Inc., of Hartford, Conn., have begun the construction of a series of standardized steel cruisers, which promise to create a sensation in boating circles. The prime reasons back of the construction of these boats is safety. They are collision proof in that the hull is divided into four separate and distinct watertight compartments by steel bulkheads. They are fire proof by reason of the use of non-combustible materials in the construction and finish. They are safe from many of the dangers of the ordinary types of boats, because of the thought and engineering skill which have been applied to the design, with the particular object of producing a safe boat.

Boats usually constructed of wood have an advantage in that the natural buoyancy of the wood will keep them afloat, if the weight of machinery and other metals in the boat are not so great as to overcome the buoyancy of the wood. The material, however, has many disadvantages, due to variations in the quality of the wood, the lack of strength, it cracks, rots, and burns, and is a poor material for fastening and securing. Many years ago, wood was the best material available, since newer and more modern methods were not yet developed.

There has been little advancement in the art of boat building, since small boat construction today is essentially the same as it was one hundred years ago. The shapes of the hulls have improved, while the construction development has stood still. Big ships are made of steel, so the logical trend



A completed hull in the shops ready for launching

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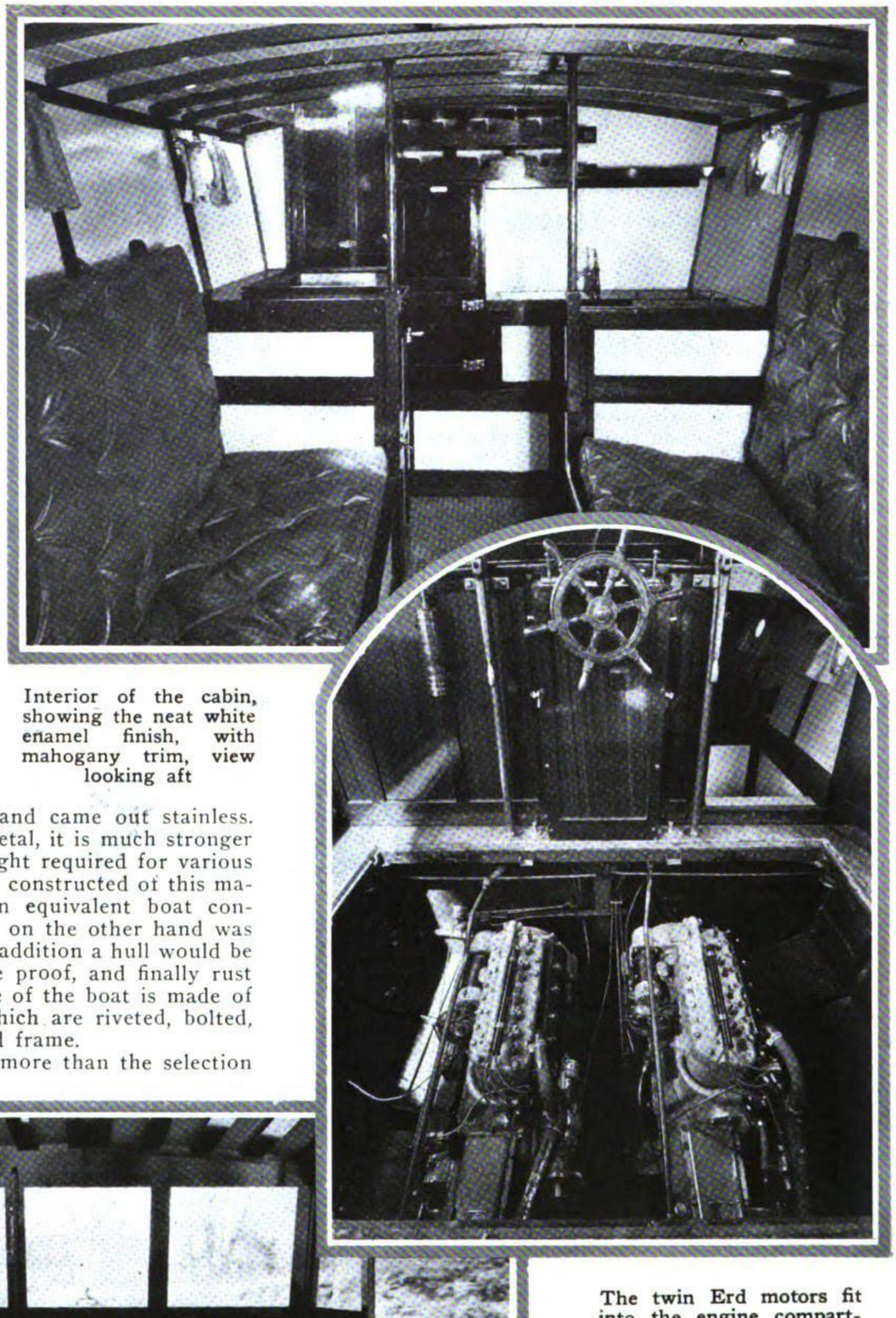
would be to use this same material for small ships also. Steel is universally used for all ships' structures, which are called upon to withstand the severest conditions. Buoys which are anchored in exposed places, and must stand the buffeting of the seas, are all made of steel, and are divided into tight compartments by bulkheads in the same manner as the ship.

One objection which has previously existed in the use of light steel members in small boat construction has been that of rusting and corroding. This factor in a large vessel is overcome by allowing an additional thickness on the plates and members to compensate for the ultimate rusting. In this small boat, this problem has been solved by the use of the new stainless steels, developed originally for cutlery and similar purposes. This new steel was thoroughly tested under all sorts of severe conditions, it was pickled in hot and cold brine for long periods, and exposed to conditions which would destroy ordinary steel, or oxidize copper and bronze. Stainless steel withstood all these tests, and came out stainless. By reason of the alloys in the metal, it is much stronger than ordinary steel, and the weight required for various purposes was less, so that a boat constructed of this material would be lighter than an equivalent boat constructed of wood. The strength on the other hand was much greater than wood, and in addition a hull would be tight, leakproof at all times, fire proof, and finally rust and corrosion proof. The frame of the boat is made of heavy steel bars, and shapes, which are riveted, bolted, and welded together into a rigid frame.

Safety in a small boat means more than the selection



Interior of the cabin, showing the neat white enamel finish, with mahogany trim, view looking aft

The control station is on the center line of the boat, with the companion on the starboard

The twin Erd motors fit into the engine compartment between the steel bulkheads

of materials, since it involves also a suitable design. The inclusion of four watertight bulkheads into the construction of the Safety Boat divides the hull into five distinct compartments, which are so placed that they do not interfere with the arrangement of the boat. They are out of sight and still effectively placed. You can safely cut a boat of this type in half and both parts will remain afloat. The first bulkhead is in the bow, as a protection against a head on collision. This compartment then forms

(*Continued on page* 100)

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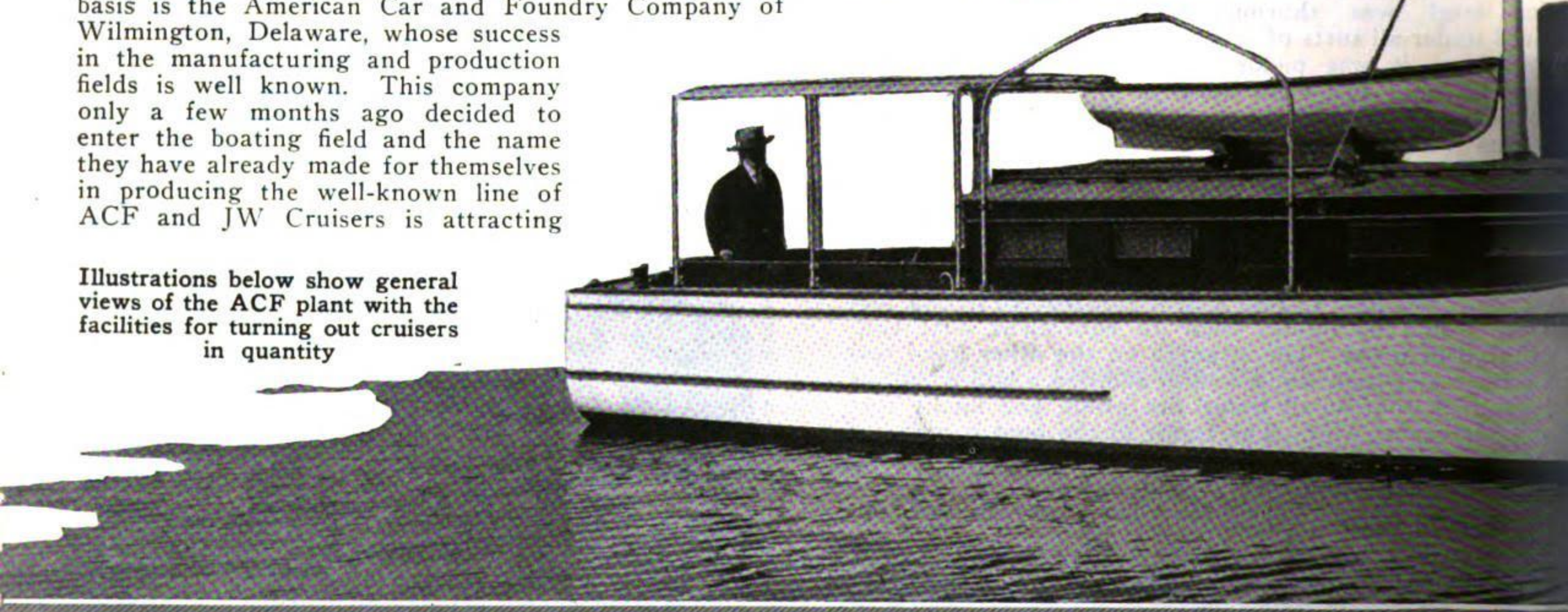
Building CRUISERS in QUANTITY

The Boat Building Plant of The American Car and Foundry Company at Wilmington, Delaware, Equipped to Build Stock Cruisers of Various Sizes

FOR years a great deal has been said and written about the stock, or standardized boat, and the building of boats by production methods. Many plans have been made for building craft of various types and sizes in quantities but up until this year, only a few of the companies who have attempted it have gone into the business on a scale which is necessary to produce real standardized production. Many factors enter into the manufacture of stock boats which are so important that if not given the proper attention will always reduce the benefits which should accrue from quantity production. But with the great increase in the popularity of boating during the last few years, it appears that the era of the standardized boat is really here.

One of the best equipped organizations from all standpoints for the production of real boats on a quantity basis is the American Car and Foundry Company of Wilmington, Delaware, whose success in the manufacturing and production fields is well known. This company only a few months ago decided to enter the boating field and the name they have already made for themselves in producing the well-known line of ACF and JW Cruisers is attracting the attention of prominent yachtsmen everywhere.

Motor boatmen who attended the Motor Boat Show in New York last January well remember the 45 foot ACF cruiser which was exhibited on the main floor and attracted so much attention. This 45 footer was the first of the ACF's fleet. And while all of the best features of this cruiser have been retained in the boats built since the Show and those under construction at the present time, yet a number of improvements have been made and new features added. The length of the ACF cruiser has been increased from 45 to 47 feet. This additional length gives greater cockpit and deck accommodations which feature will



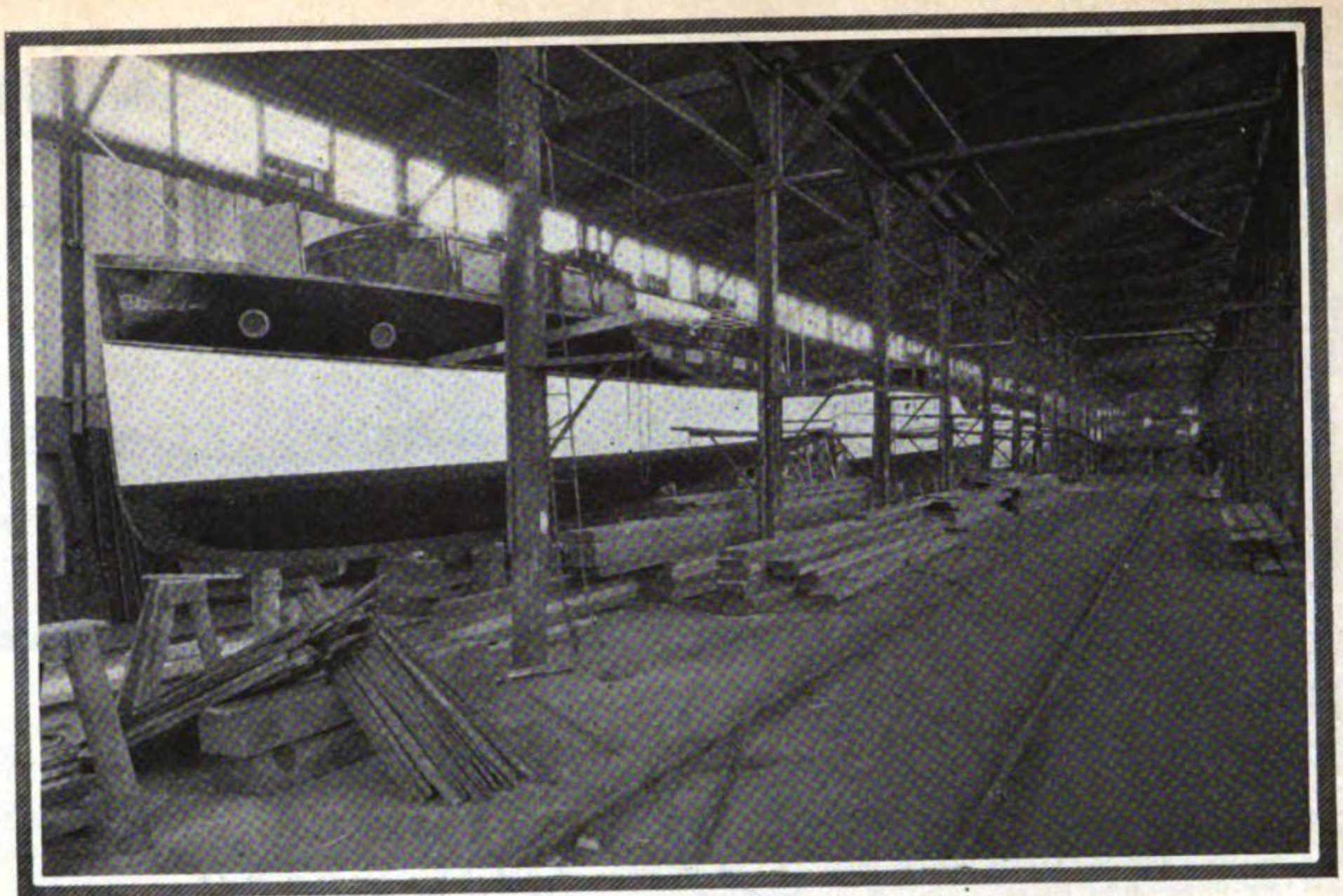
Illustrations below show general views of the ACF plant with the facilities for turning out cruisers in quantity

e appreciated by all wners of these oats.

A number of ACF ruisers have al-eady been delivered his spring to owners iving on the Atlan-ic Coast, Great Lakes and Missis-ippi River. In addi-ion there are many nore under con-truction due to be lelivered in June. As fast as boats are inished, keels will be aid for more boats is it is the intention of the manufacturers o keep enough new craft on hand to neet the demands of buyers during any eason of the year.

In addition to heir line of 47 foot-ers, the American Car and Foundry

Photographs by M. Rosenfeld

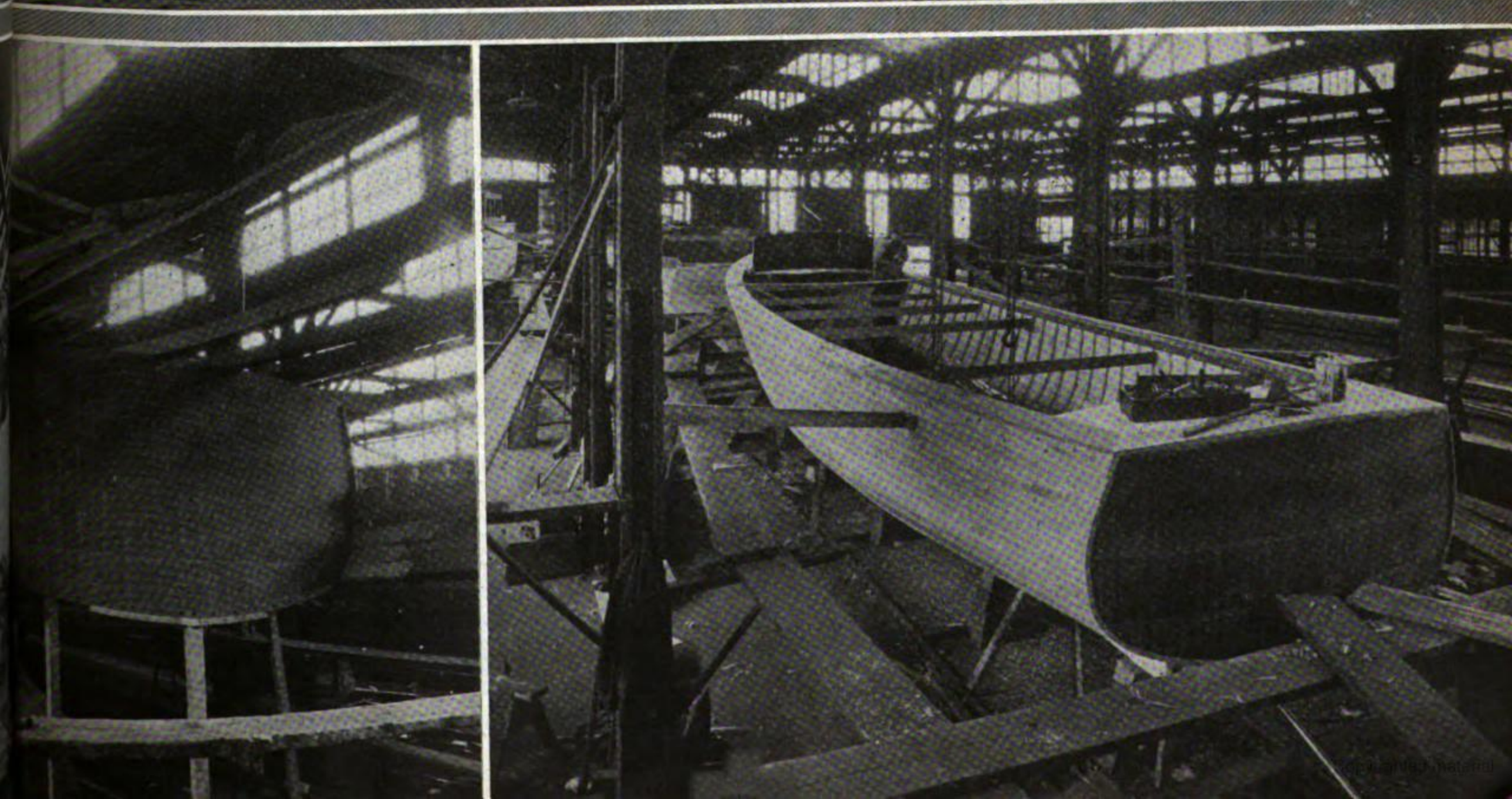


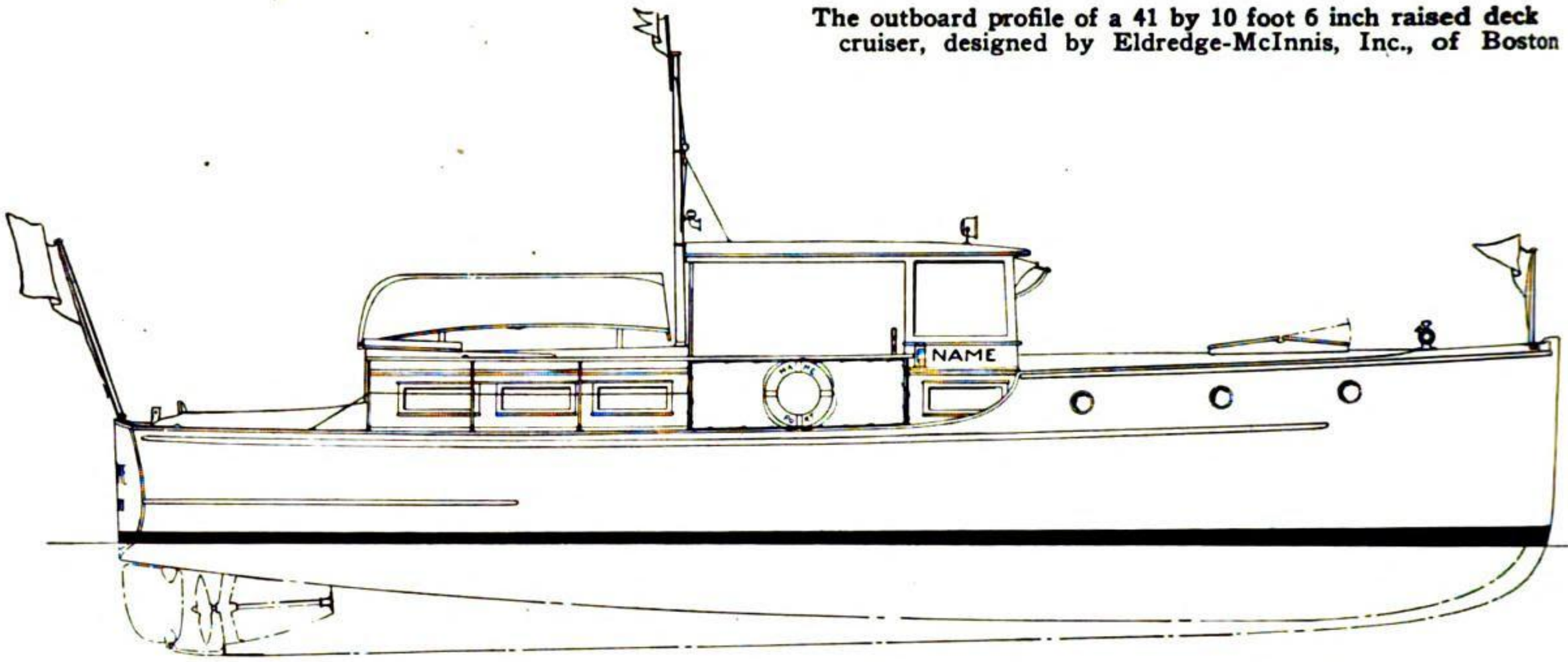
One corner of the ACF plant at Wilmington, Del., showing some of the 47 footers under construction

Company have already well along toward completion several boats of their new line of 35 footers, as well as a number of 40 footers under way. In this way the manufacturers will be able to meet the demands of

(*Continued on page* 100)

ACF 47 foot cruiser completed for a Great Lakes Yachtsman





The outboard profile of a 41 by 10 foot 6 inch raised deck cruiser, designed by Eldredge-McInnis, Inc., of Boston

A Modern
Raised Deck Cruiser

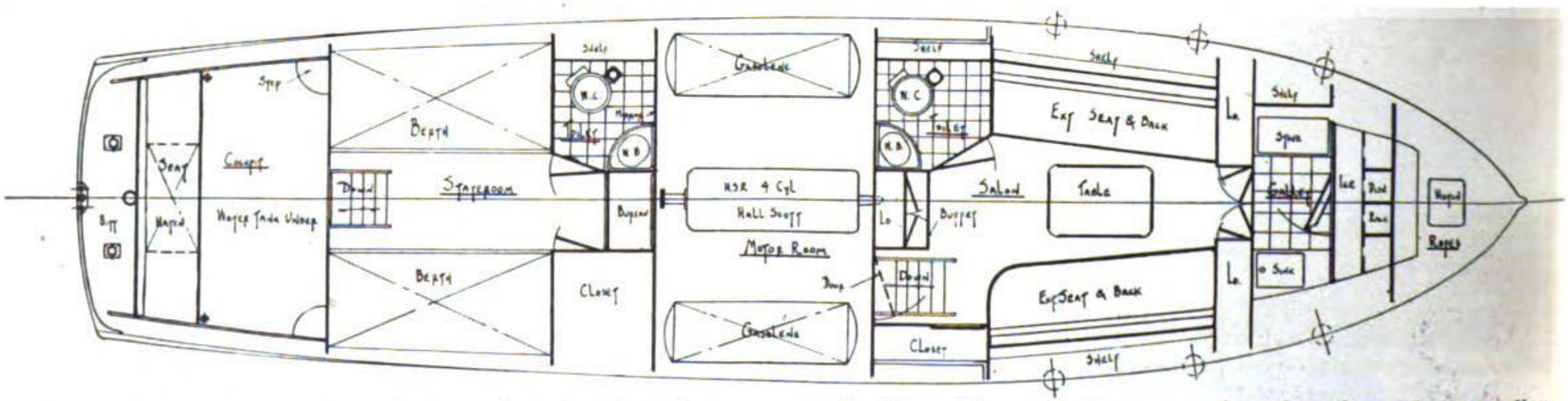
New England Architects Design a Smart 41-Foot Cruiser to Be Built as a Standardized Craft by S. C. Kyle, New York

STOCK cruisers seem to be in great demand among the yachting public today, as was shown by the large number of boats of this type listed in the issue last month. Eldredge-McInnis, Inc., naval architects in Boston, who were formerly the general managers and naval architects for the George Lawley & Son Corp., have been designing a number of excellent boats of this type. These standardized craft have all been designed for S. C. Kyle of New York, and are being built at the American Car & Foundry Company's plant at Wilmington, Del. These boats are 26 foot runabouts, 35 foot raised deck cruiser, 41 foot raised deck cruiser, 47 and 65 foot cruisers, all equipped with Hall Scott marine engines.

A large number of other types and styles of boats are on the boards at this time, among which is a 21½ foot sloop, and a 42 foot cruiser. During the period of Mr. McInnis's connection with the Lawley Corporation, he designed a large number of excellent yachts, among which are the schooner Eloise, the yawl Buckeye, the 120 foot steel yacht Taormina, and the schooner yacht Stella. Among the most handsome new boats to appear this season, designed by Mr. McInnis, while at the Lawley plant, will be a boat, just under 100 feet, for Earl P. Charlton, powered with two 300 h. p. Speedway engines. and a 65 foot boat for Nelson Doubleday, powered with two 300 h. p. Sterling coast guard engines.

The little cruiser illustrated here is of the conventional round bilge type, with a liberal flare forward. It has a good run of floor, and a section which is just sharp enough to permit ease in a seaway. The galley, provided with a two burner stove, icebox, sink and lockers, is located in the bow, and separated from the saloon by means of double doors. The main cabin follows, and is arranged to contain two extension transoms with hinged backs, providing sleeping accommodations for four persons, two lockers, a buffet, large closet, and a toilet room on the portside. The galley and saloon are well ventilated by means of an overhead skylight. The motor compartment is located under the bridge deck, and contains a four cylinder HSR Hall Scott engine, with reduction gear, two 80 gallon copper fuel tanks, a 10 gallon lubricating oil tank, a shelf for oil cans, starting battery, tool rack, etc. Access to the motor compartment is by means of a hatch in the bridge seat, and a door to the forward saloon. There will also be a watertight hatch over the engine in the bridge deck.

Aft of the engine room is a large stateroom containing two berths, bureau, closet, (*Continued on page* 168)



General arrangement plan of the cruiser showing the compact double cabins and the convenient location of the galley

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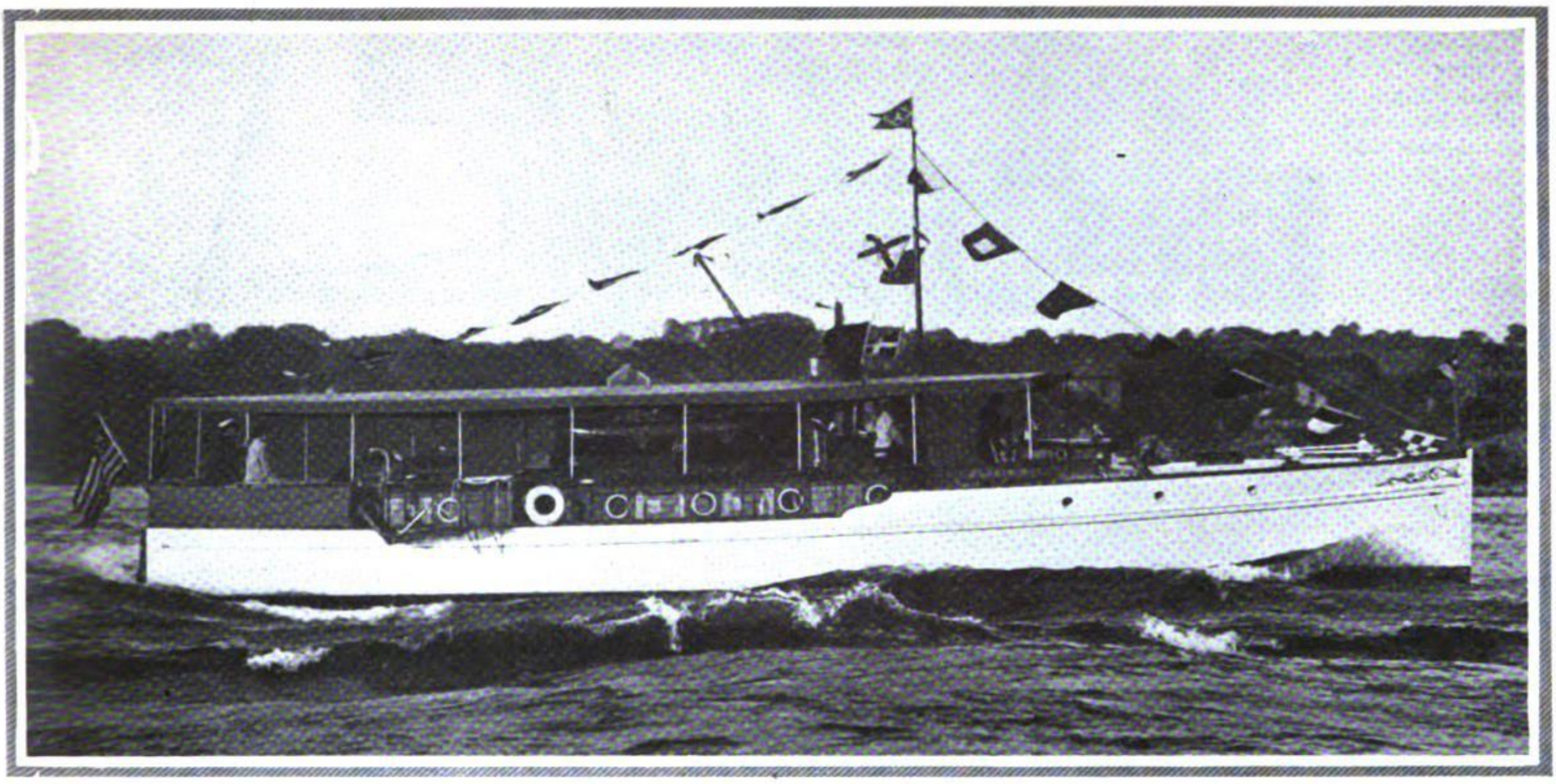
Photographs by M. Rosenfeld



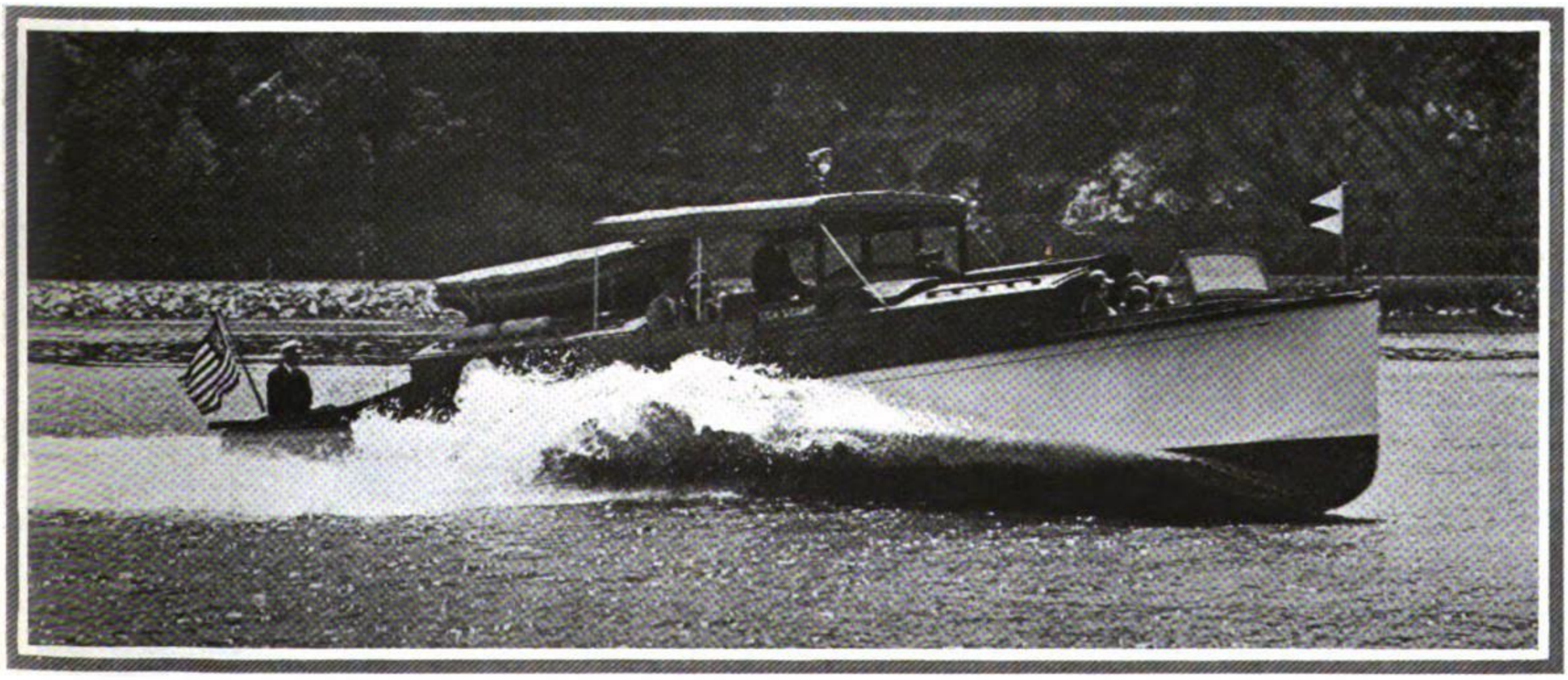
Robethida, a 60 foot Luders built cruiser, powered with a pair of four cylinder Sterling engines

ROBETHIDA AND SEA SCAMP

Substantial Boats with Powerful Sterling Engines Maintain Their Reliability and Speed

OF utmost importance to cruising craft of many kinds, both the medium and high speed types, is reliability in the power plant. Excellent examples of reliability are the twin screw cruisers Robethida, and Sea Scamp, pictured here. Robethida is a 60 foot vessel, with a beam of 12 feet, which was designed some years ago by A. E. Luders, and built by the Luders Marine Construction Company at Stamford, Conn. She is owned by Robert T. Jones of New London, Conn., and the power plants originally installed in her are two four cylinder Sterling engines of 5½ by 6½ inch bore and stroke. These engines are still going strong, and are able to drive this heavy boat at from 13 to 14 miles.

The boat below is of a faster type, and was built for John J. White of Greenwich, Conn., by the George Lawley & Son, Corp., from designs by Fred Lawley. While she is only 42 feet in length, with a beam of 10 feet 1 inch, her power plant consists of two Sterling Dolphin engines of six cylinders each, with a bore and stroke of 5¾ by 6¾ inches. These engines at their normal revolution rate of 1,200, develop 165 h. p. each, and with both going at full speed, the boat is able to move at from 24 to 25 m.p.h. This type of craft with double cabin and small cockpit forward is one of the most popular today.



Sea Scamp, a fast 42 footer, built by the George Lawley & Sons, Corp., powered with a pair of six cylinder Sterling Dolphin engines

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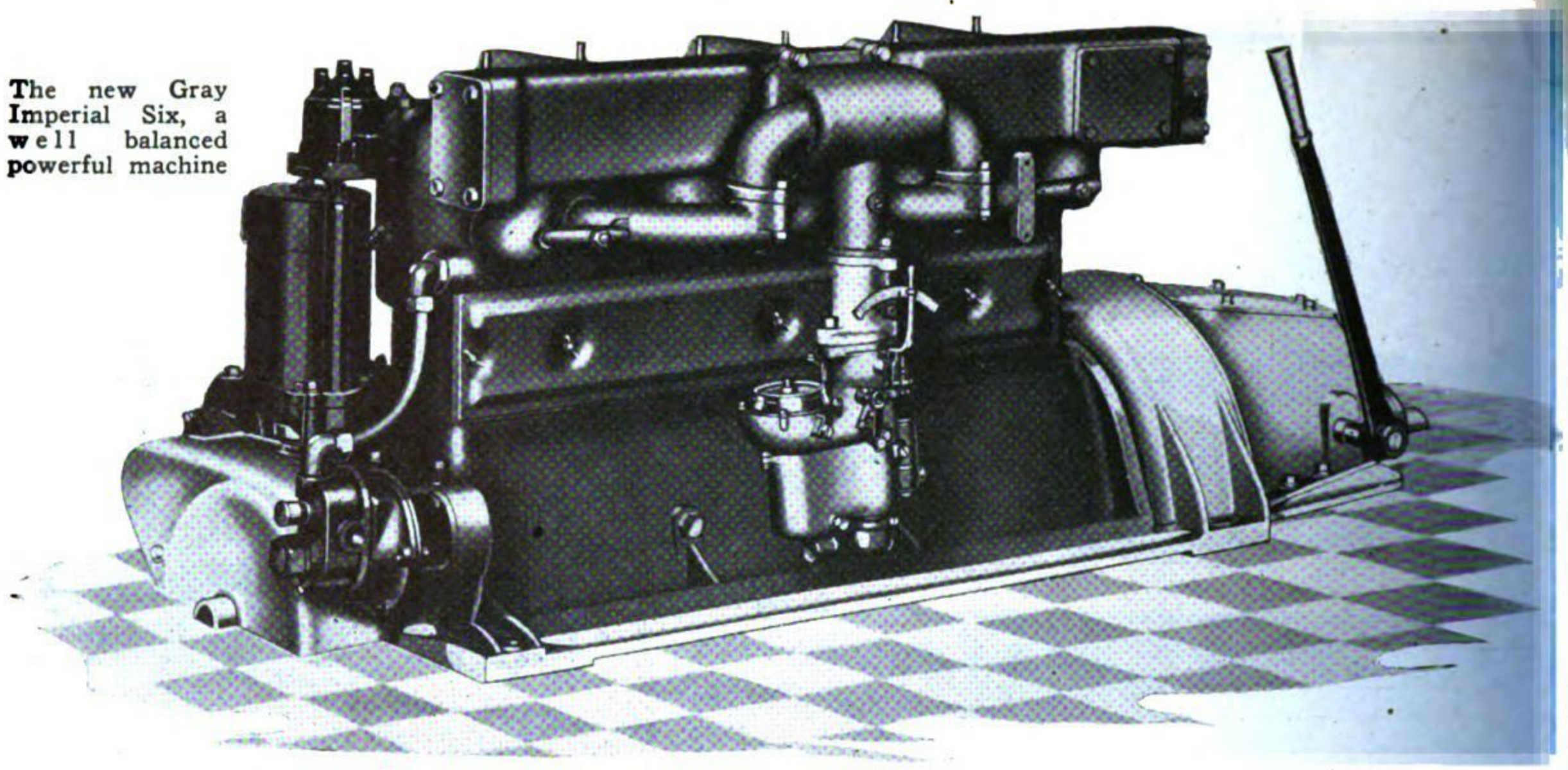
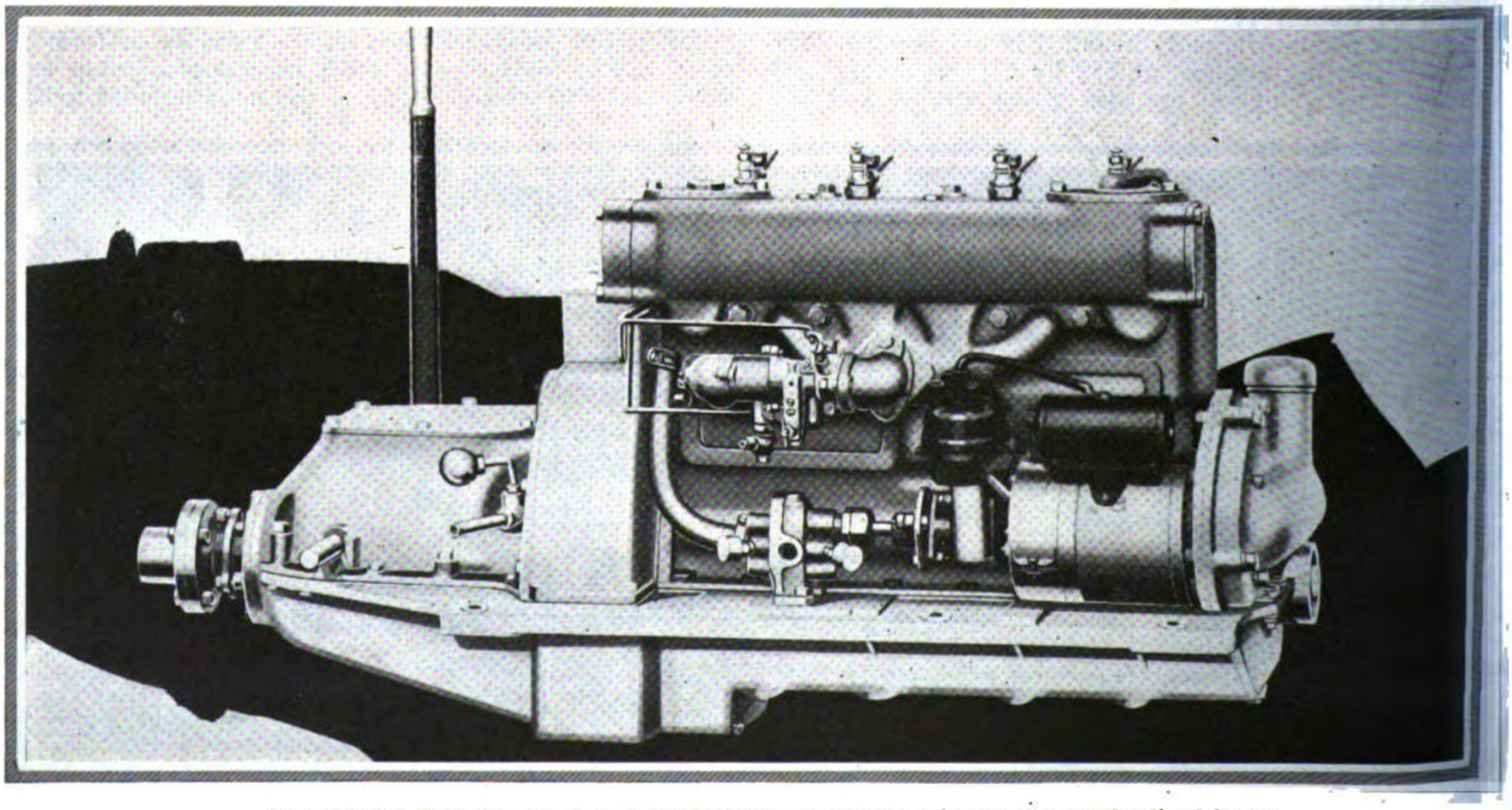


The new Gray Imperial Six, a well balanced powerful machine

New Features of GRAY ENGINES

Improved Engines Are Particularly Suited to Installation in Bridge Deck Cruising Craft and in the Modern Types of Runabouts

KEEPING step with the modern tendency of improvement and progress, the Gray Marine Motor Company, Detroit, have effected many improvements in their new model Z, and the still newer Imperial Six. On the smaller engine, all trouble making hose connections have been eliminated. A new hot spot manifold is fed by the neatest, and most efficient carbureter in the marine field. Larger bearings have been installed throughout, while a larger pump, with a capacity of 5½ gallons per minute, has been provided. The satisfaction which purchasers of stock boats experience when they discover that the Gray (*Continued on page* 168)



Gray Model Z as improved and used as the power plant in ma ny standardized boats

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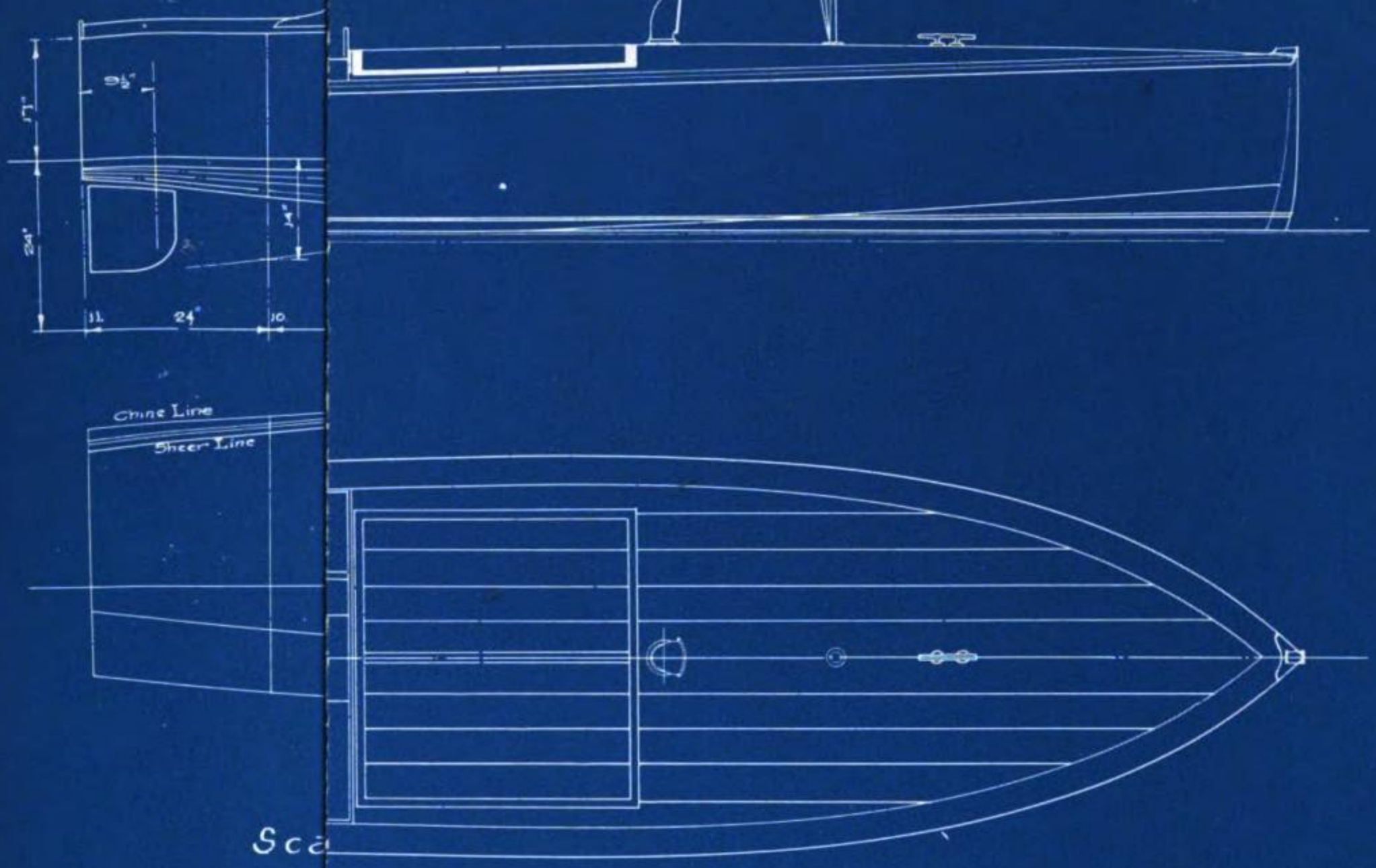

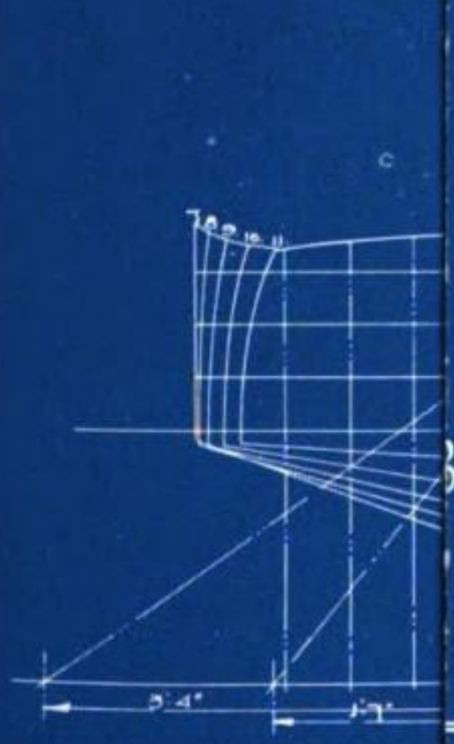

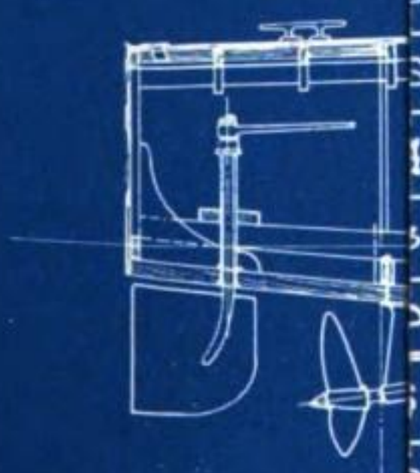

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SLICQUE

21 Foot Runabout

BOATING's BUILD A BOAT Series

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4	Line Heights given on Lines							
5	1-11-2	1-9-1	1-8-1	1-7-7	1-8-2	1-8-6	1-9-4	1-10-4
6	1-7-7	1-6-2	1-5-5	1-5-6	1-6-3	1-7-3	1-8-5	1-10-1
7	1-3-7	1-3-1	1-3-0	1-3-4	1-4-3	1-5-6	1-7-4	1-9-5
8	2-1-1	2-0-2	1-11-4	1-11-0	1-10-5	1-10-4	1-10-4	1-10-6
9	0-11-7	1-0-2	1-0-6	1-1-6	1-3-0	1-4-5	1-6-6	1-9-2
10	2-3-6	2-4-1	2-3-5	2-2-4	2-1-1	1-11-3	1-9-4	1-7-0
11	2-2-4	2-3-6	2-3-3	2-2-4				
12	2-0-2	2-2-3	2-3-0	2-2-4	2-1-4	2-0-1	1-10-3	1-7-7
15	1-11-1	2-1-4	2-2-4	2-2-4	2-1-6	2-0-6	1-10-7	1-8-4
16	1-10-3	2-1-2	2-2-3	2-2-4	2-2-0	2-1-0	1-11-5	1-9-7
17	1-7-3	2-0-3		2-2-4				
18	1-10-2	2-1-1	2-2-2	2-2-4	2-2-1	2-1-2	2-0-0	1-10-2
19	1-3-3	1-5-0	1-5-7	1-6-0	1-5-3	1-4-4	1-2-7	1-0-4
20	0-10-2	0-11-0	0-11-1	0-11-6	0-9-5	0-8-2	0-6-2	0-3-3

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SLICQUE—*A Handy Runabout*

A Neat Design for Amateur Construction Arranged to Be Substantial, Easily Built and of Moderate Cost

Designed Especially for MoToR BoatinG

By **Charles D. Mower**

OUR design this month is for a handy little Vee bottom runabout of 21 feet length, with a beam of 4 feet 8 inches. The construction is simple and has been so arranged that the amateur builder can undertake the construction of the boat without great difficulty, and with perfectly satisfactory results. While the boat has not been designed for extreme speeds, it still will be able to produce about 15 miles per hour with an engine of about 25 h.p. The designer specified as suitable for the boat the little 15 h.p. Niagara Special, or the slightly larger model Z Gray engine of 25 h.p. Either of these machines will prove to be a reliable and inexpensive power plant for this boat, and should develop a sufficient speed to meet all ordinary requirements. Naturally, the installation of a more powerful engine will yield more speed, but care should be used in not overloading the craft with an engine of too great a weight. The cost of a boat of this type is not very great, and it is estimated that the cost of the materials and fittings to the amateur builder will run in the neighborhood of $300 to $400, not including the cost of the power plant. If the construction of the boat is entrusted to a boat builder, then the total cost will easily run to more than twice this amount. By exercising care and economy in the purchase of materials and equipment, it will be possible to reduce this figure by a respectable proportion, so that the boat cannot be called expensive in any sense of the word.

In constructing a boat of this type, the first thing to do will be to reproduce the line drawings in full size on large sheets of heavy paper. The object of this is to give patterns for each of the stations, and also to permit fairing up the lines so that all traces of irregularities which may appear in them can be smoothed out readily. A smooth floor can be used for doing this work, and it must be large enough to allow the boat to be drawn out on it in its full size. The method of construction used is the batten seam type, and in this, molds of rough material should be prepared of a proper size at each station point, so that the seam battens will fit outside of it, and still allow the outside of the hull to come at the point called for by the lines. You must remember that the line drawings are prepared to the outside of the hull, and the thickness of the planking and the seam battens should be deducted from the dimensions to produce the desired net result. These molds should be erected on the keel, which is firmly supported to the required height as specified in the table of offsets. The stem and transom are also attached to this, and after the molds are placed, they should be substantially stayed to the ceiling of the building, and to each other, so that there will be no yielding or moving as the work on the boat progresses.

The frames for the boat should then be carefully prepared, and fitted into place in the hull, in their proper position. Care should be taken that they are all perfectly plumb and square with the center line, after which the floors should be fitted and secured. These will all be screw-fastened to the frames with suitable brass screws. The chine should next be prepared and fitted and secured to the corners of the frame intersections throughout the boat. It will be in one length from bow to stern. The clamp which ties the top end of the frames together can then be fitted, also, and should be notched carefully into the frames. The battens at the seams in the planking can now be very carefully fitted and notched into the frames. Care should be taken to see that the center line of the battens will follow the joint between the planks very closely. The purpose of these battens is to furnish a backing for the fastenings of the planks. The rabbet in the keel and chine should be cut in and shaped before the assembly is completed. This furnishes the corner against which the plank fits at both the keel and the chine lines. The planking can proceed on the bottom and then on the sides, taking great care to see that the joints between the planks are closely fitted and put together with a light strand of cotton, and heavy paint, before they are finally fastened. After the planking is completed, they can be lightly caulked and payed.

Before the decking and deck beams are applied, it would be advisable to install the engine foundations, so aligned as to suit the engine to be used. The engine bearers should be securely fastened to the floors with ¼ inch bronze rivets. The framing around the cockpit opening, and the application of the coaming and decking will follow as separate operations, and this will be followed by the installation of the fuel tanks and such other fittings as should be installed before the boat is built in around them. The ceiling of the cockpit space, and the building in of the forward bulkhead and seats, can then be undertaken, and possibly it would be better to set the engine in place, while the boat is still uncompleted. This will save the necessity of mutilating or injuring parts of the work during the process of installing the machine.

After all the work has been completed, the hull should be ready for painting, and final cleaning up. The finishing operations will depend a good deal on the individual taste of the owner, and since white is the accepted color for boats of this type, it will probably be used. The decking, since it is of mahogany, should be stained uniformly and then finished bright. The seams between the planks can be filled with one of the white seam compounds made for this particular purpose, and will make an attractive looking deck. The inside of the cockpit can also be varnished and painted to suit.

Readers who are interested in building a boat to this design, and who wish to use a larger set of drawings for it, can secure them at moderate cost by writing to the Editor, MoToR BoatinG, 110 West 40th Street, New York, N. Y.

Specifications covering the particulars of all the structural members of the boat follow:

Keel: To be of white oak, in (*Continued on page* 158)

AN INEXPENSIVE BOAT

The design of the handy little runabout designed by Mr. Mower for this issue, should appeal to the amateur builder for many reasons. It is designed to be a boat of moderate speeds so that an engine of small power will answer every purpose. It will be economical to operate, due to the small power plant, and it will be inexpensive to build on account of its simple design and lack of elaborate trimmings. The sections while curved are easily sawn out of the oak material specified. Construction throughout is substantial and simplified as much as is consistent with good work, and altogether the boat should be one which the amateur builder can be proud of!—Editor.

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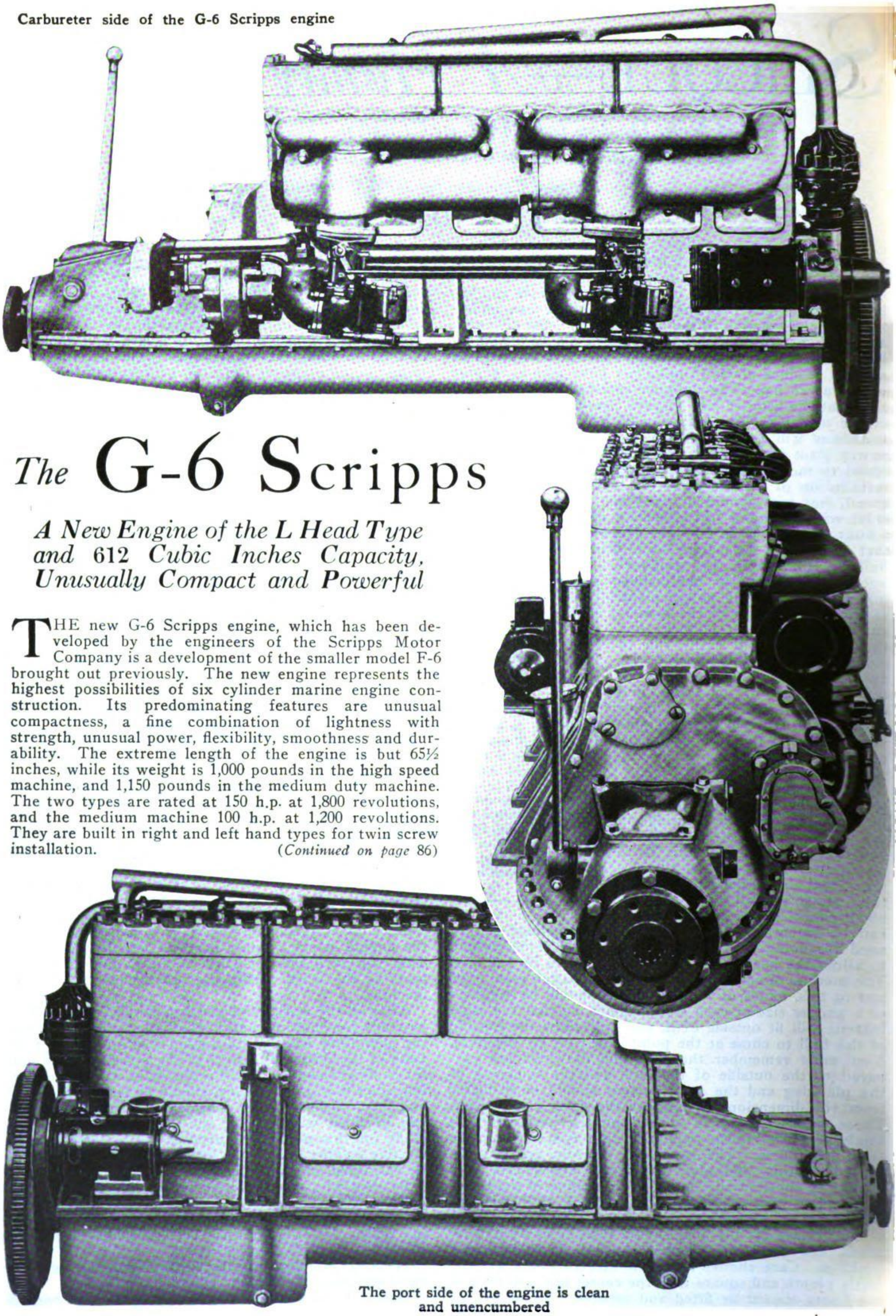
Carbureter side of the G-6 Scripps engine



The G-6 Scripps

A New Engine of the L Head Type and 612 *Cubic Inches Capacity, Unusually Compact and Powerful*

THE new G-6 Scripps engine, which has been developed by the engineers of the Scripps Motor Company is a development of the smaller model F-6 brought out previously. The new engine represents the highest possibilities of six cylinder marine engine construction. Its predominating features are unusual compactness, a fine combination of lightness with strength, unusual power, flexibility, smoothness and durability. The extreme length of the engine is but 65½ inches, while its weight is 1,000 pounds in the high speed machine, and 1,150 pounds in the medium duty machine. The two types are rated at 150 h.p. at 1,800 revolutions, and the medium machine 100 h.p. at 1,200 revolutions. They are built in right and left hand types for twin screw installation.

(*Continued on page* 86)

The port side of the engine is clean and unencumbered

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The RADIO on SEAFARER

An Account of An Interesting Installation and the Conclusions Derived by An Eminent Radio Man

By W. F. Crosby

DOCTOR Alfred N. Goldsmith, chief of the research staff of the Radio Corporation of America, who even when he sleeps is cogitating deeply on radio problems, decided, last summer, to make a careful investigation of radio as applied to the average cruiser. In his thorough going way he caused to be installed aboard Seafarer one of his corporation's portable radio sets that he might view at close range just what happened under the ever changing conditions of life on the water. How the set stood up under the strain of dampness and much handling, how reception was affected by the ignition and the shifting courses of the boat and now the set could be placed in such a way that it would not interfere with the operation of the boat, yet add to the pleasures of the cruise.

It seems hardly necessary to point out that the tests were entirely successful and at the present time Seafarer has just such a set installed permanently in the main cabin.

Doctor Goldsmith claims that radio has a particular appeal while afloat and there is more of a thrill connected with receiving music and human voices from even a nearby broadcast station than there is if the same set were installed at home and received signals from stations many hundreds of miles away. Perhaps this is due to the general isolation from mankind and the powerful radio wave which breaks through this lonesomeness and brings contact with the outside world. Whatever it is, he claims, it is certain that radio music and the spoken word sound much more interesting and convincing when taken away from the ordinary surroundings of everyday life.

An additional loud speaker was arranged to be plugged in and out of a jack, located on the bridge

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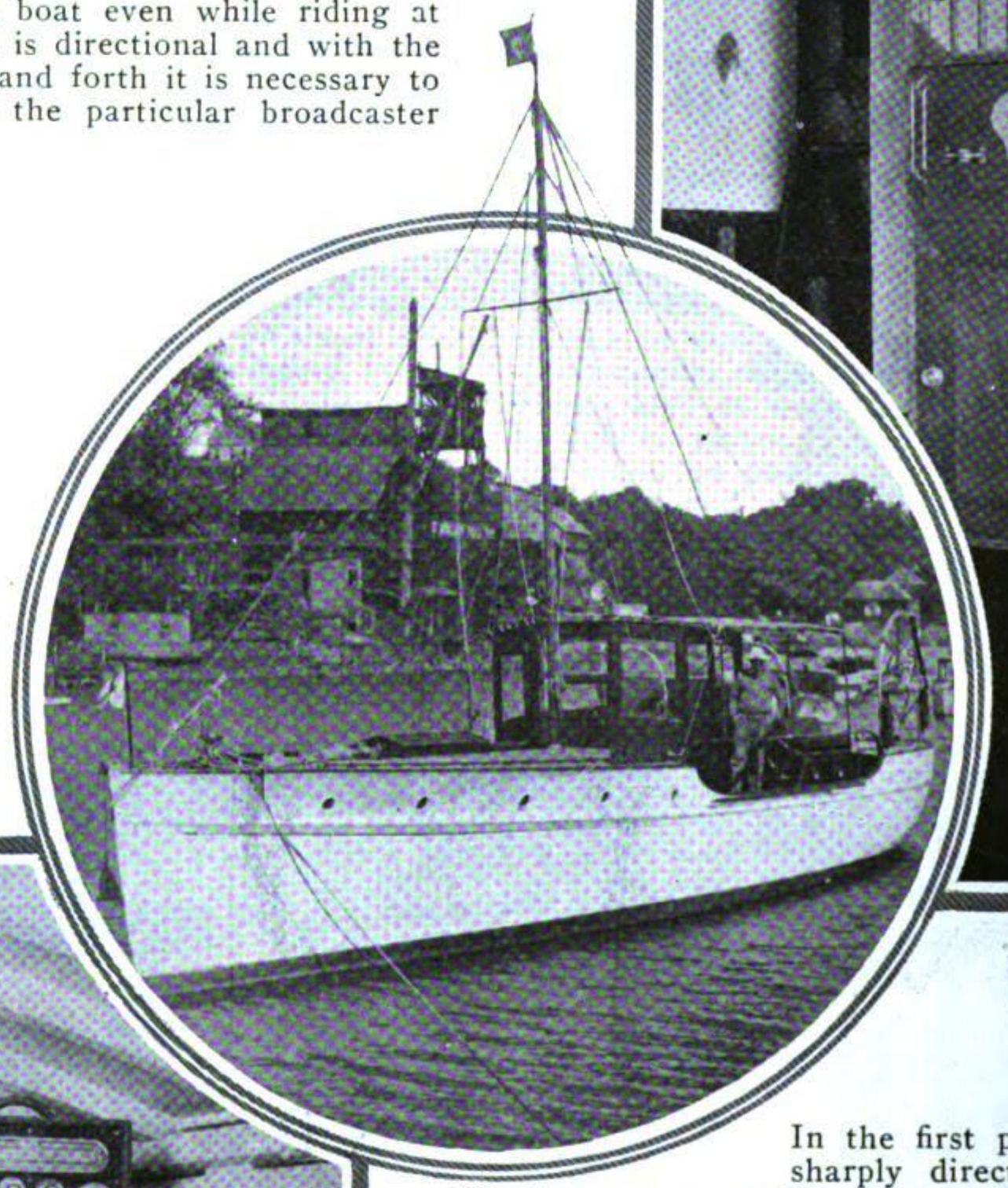
Since, at best, it is only possible to install a relatively small antenna on such a cruiser as Seafarer, it was found essential to use a receiver which would be sufficiently powerful to operate successfully on the limited length of wire used. Furthermore, since there are just as many broadcasting stations to be heard on the water as there are on land it was also necessary to use a set which would be capable of unscrambling the many waves with which the air is nightly infested. The loop antenna, which is normally used on this particular receiver was eliminated in favor of a regular aerial with a small inductance consisting of primary and secondary windings to lead the signal into the set.

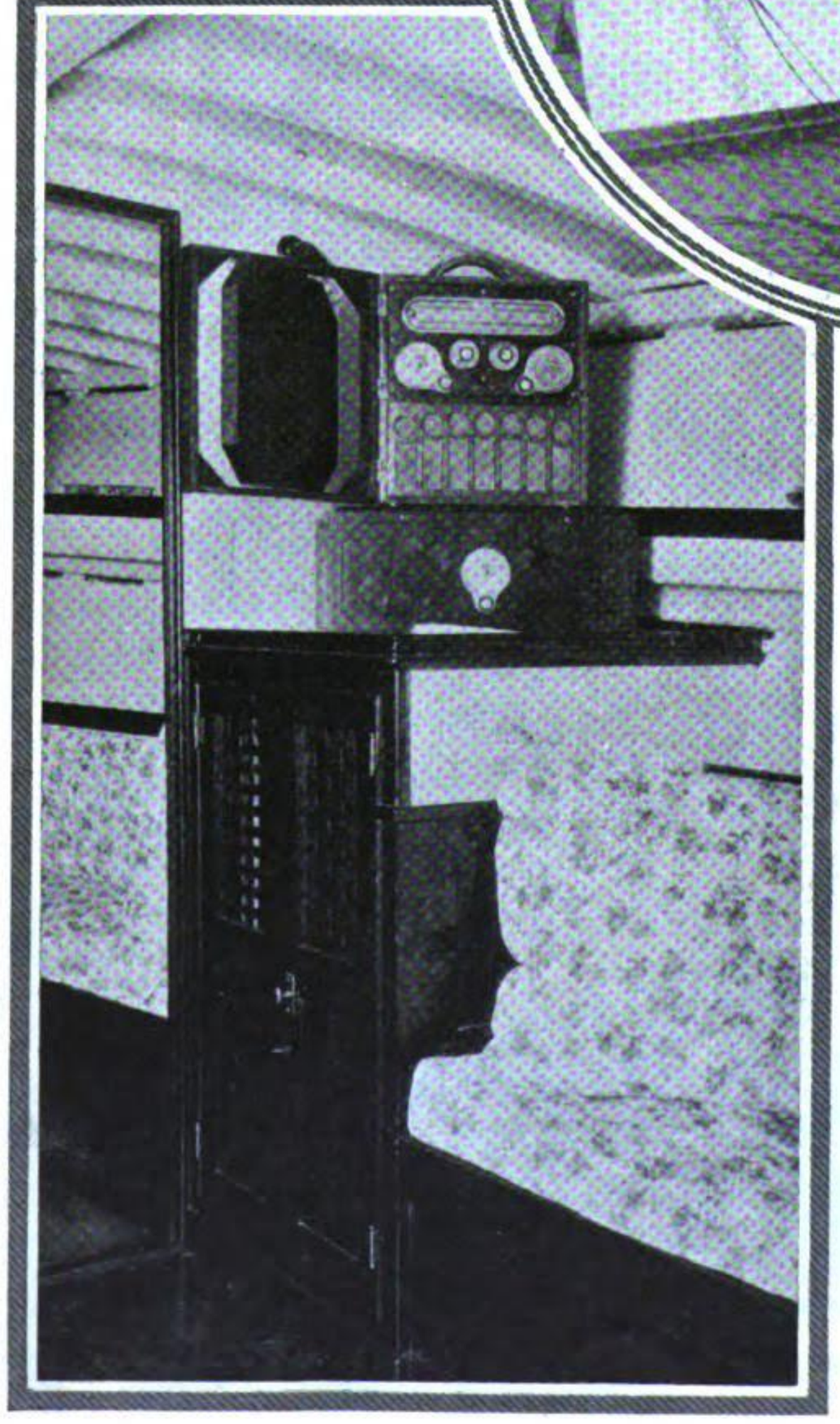
He states that with the loop it has been found necessary to keep it in constant operation due to the ever changing position of the boat even while riding at anchor, as the loop aerial is directional and with the yawing of the boat back and forth it is necessary to adjust the loop to keep the particular broadcaster tuned in to full volume. Last summer the writer used a portable type of receiver with a loop aerial on a boat of about the same size as Seafarer, and found reception entirely satisfactory as the boat did not swing sufficiently to cause any serious loss of volume with the slightly changing bearings of the loop antenna.



The aerial on Seafarer ran to the top of the very high mast

Photographs by Radio Corp. of America

A portable set compactly installed in the cabin, with the battery compartment below



The same portable set operated with the loop can be placed in any convenient spot on the boat

In the first place the loop is not so sharply directional as to cause any dfficulty over a considerable number of degrees and even with stations coming in from three and four hundred miles away there was no difficulty.

However, Doctor Goldsmith did find one interesting fact in regard to this receiver. This was that it could be operated while the engine was running. With the identical receiver, operated on a loop antenna, the writer was unable to use the set at all while the ignition was on. Doctor Goldsmith's set operated from an outside antenna running from the jack staff forward to the top of the rather tall mast on Seafarer and thence down to the stern. Possibly this may have something to do with the matter and should indicate that for marine use the regulation single wire antenna is superior to the loop. On Spendthrift II the set could not be used while the engine was running no matter where the receiver was placed in relation to the engine.

Another interesting point which he brings up and which has also been our experience, is that the set must be capable of giving good volume, for even while the boat is at anchor it is not entirely quiet. There is the noise of insects on shore, the breaking of waves on the beach and other shore noises which always seem to be magnified on board boat. The boat itself is inclined to be noisy. Possibly a window may bang, or there may be noises from the galley or even the ripple of the water under the counter. Each little noise of itself may not amount to much, but the grand total requires a set with good volume in order that the signal may have a chance above the general chorus.

(*Continued on page* 150)

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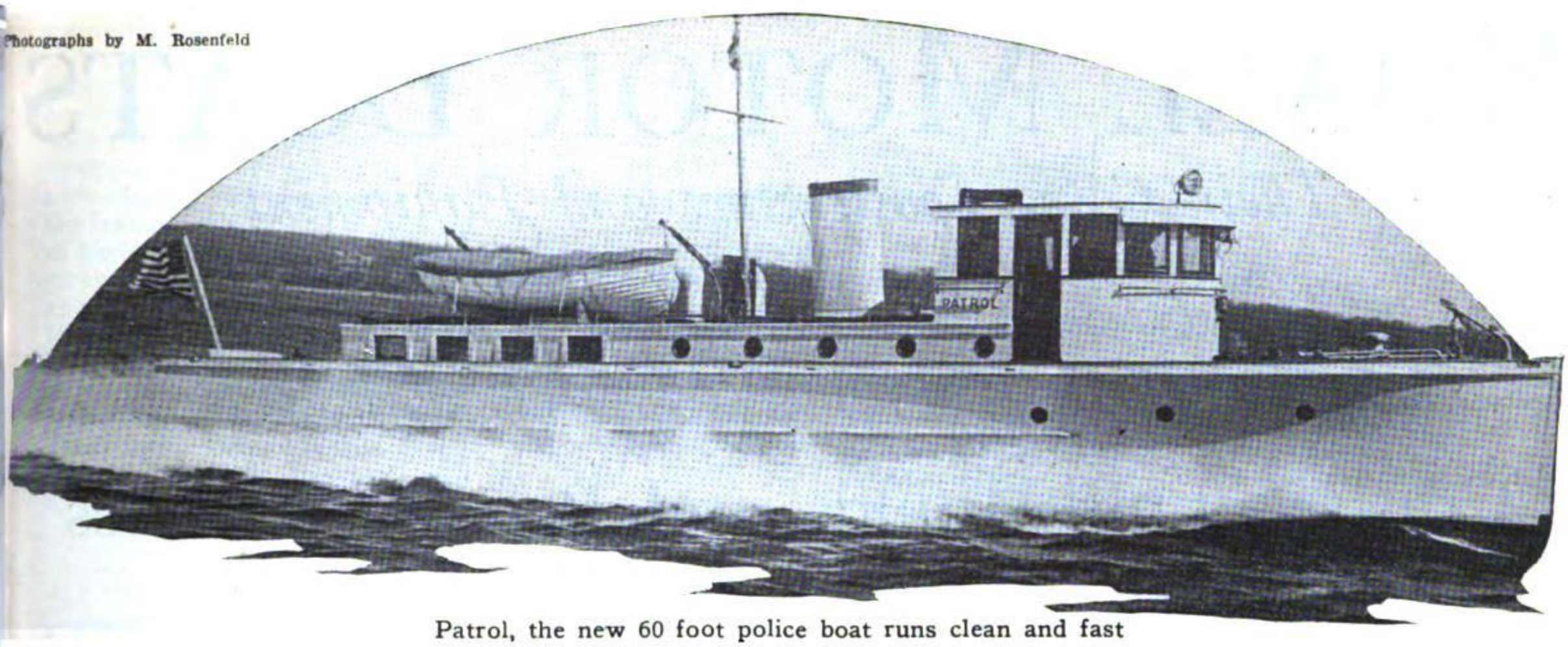
Photographs by M. Rosenfeld



Patrol, the new 60 foot police boat runs clean and fast

PATROL Goes on Duty

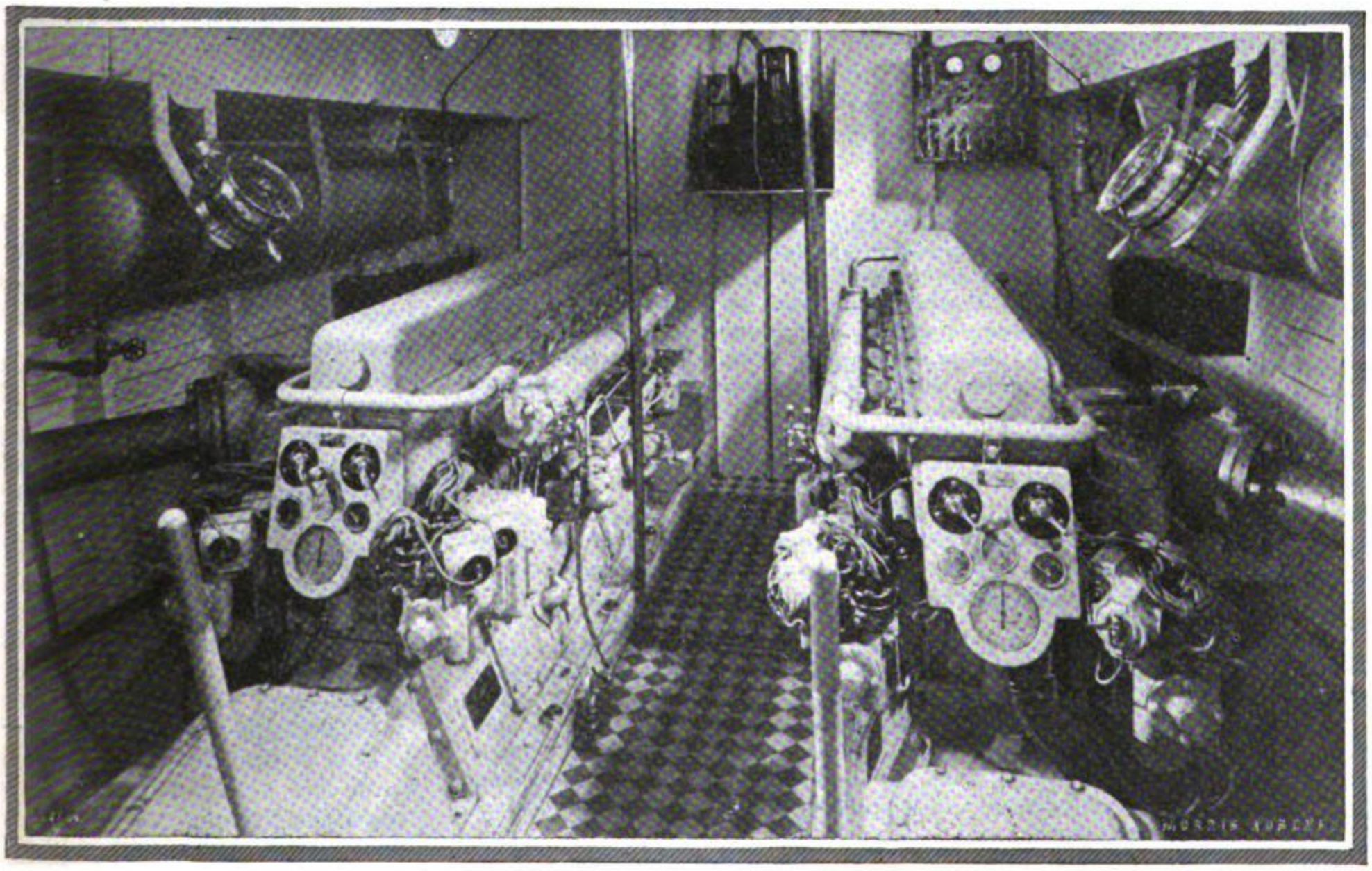
New York Police Department's Navy Is Substantially Reinforced by the Addition of a New 60 Foot Fast Patrol Boat

IN order to cope with the marine evil doers within the jurisdiction of New York City, the administration has increased the equipment of the Police Department by the addition of a new and very fast patrol boat, which has been appropriately christened Patrol.

This boat was built at the yard of the Greenport Basin & Construction Company, at Greenport, Long Island, and after its completion, was delivered to New York City, under its own power. The run from Greenport to the Metropolis was made in a very rough sea, and in the teeth of a strong southwest breeze. During this test, the new Patrol showed exceptional seagoing qualities. She is 60 feet in length, with a beam of 11 feet, and a draft of only 3 feet. The power plant is a pair of the big Sterling 300 h.p. Coast Guard engines, which are doing excellent work in the Coast Guard, for whom they were originally designed.

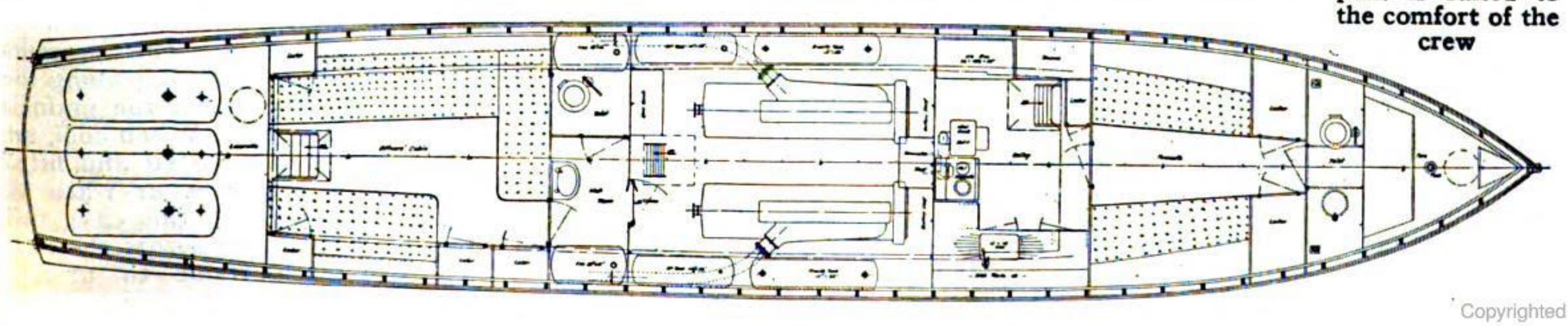
The design of this boat is based on the results of the experiences gained in furnishing the

(*Cont. on p.* 168)



The power plant consists of two 300 h.p. Sterling Coast Guard engines

The arrangement plan is suited to the comfort of the crew



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SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the August Prize Contest

1. What would you suggest as a novel race or stunt for club regattas which would interest everyone, and in which non-boat owning members or the public could participate?

(Submitted by V. L. S., Wilmington, Del.)

2. Explain the equipment of a first aid kit, suitable for a motor boat, and the use of the articles contained therein.

(Submitted by W. B. M., Newburgh, N. Y.)

Constructing Moulds and Bending Frames

Useful Hints to the Amateur Builder on the Proper Methods to Employ in Beginning the Work of Boat Building

Answers to the Following Questions Published in the April Issue

"Explain and illustrate how to lay out and construct the moulds and bend the frames for a boat, also the method of fastening the frames to the keel."

Bending Frames

(The Prize Winning Answer)

THE moulds are taken from the lines of the proposed hull after these are laid out full size on a floor; when a mould station curve is marked out on the floor, it is well to bend a light wooden batten around the points marked off, after driving nails at these places, then draw in a fair curve, as the original points as laid off from the plans may not quite fair up. Then transfer this curve to the rough mould form: one way to do this is to lay nails, heads on the required curve, along the mould station curve; then drive heads half into floor. By laying the mould form, or a portion of it, on this row of nails and tapping with a hammer, the protruding nail heads will mark the mould form and a batten can be tacked along these marks and the curve so transferred to mould. But in laying out the mould outlines, remember to allow for the thickness of the planking, should the plan measurements be shown to the outside of the planking, as is usually the case.

Any rough lumber can be used for the moulds but the parts should be securely fastened together, and if wide, cross-braced, as there is a great strain thrown on the moulds while the hull is being framed up. It is well to make each mould in two halves so that the two side curves can be cut at the same time and insure their being alike. Often it is of great assistance in planking the hull if the top cross piece of each mould is on a line with, and perfectly above, the sheer line.

There are different methods of bending the frames for a hull: sometimes the moulds are set up and then heavy longitudinal battens run along and fastened to them; then the frames are steamed and bent directly into place, drawing them up against the battens by means of clamps. This method may be well enough for an experienced builder who has also plenty of assistants, but is a dangerous one for the amateur to pursue. If the battens are too light, they will bend in and spoil the shape of the hull; framing up one side will throw the other out of line and the frames are very likely to spring back when battens are removed. Another way is to bend the frames in several batches, each batch having the same curve, taking advantage of the fact that a bent frame, when cold, can always be bent back a certain amount when cold—but never to a greater curvature. When fitting to the hull, the batches of frames are bent back to suit. This is also a poor method for the backyard builder; we well remember, years ago, receiving a set of bent frames for a sixteen footer, from one of the hammer-and-screwdriver (or saw?) highly advertised knock-down boat manufacturers. The frames had evidently all been bent over the same form and none could be made to fit the small hull; all had to be steamed and bent over again.

The best way is to bend each pair of frames separately, taking the curves from the mould and intermediate sections and laying out the curves on the floor. But always remember to bend the frame to a greater curvature than the final shape required, for when cold, a steam bent frame will always spring back a little. Nail heavy blocks to the floor along the required curve and provide a length of strap iron as wide as the frames and longer than the longest one to be bent. When a hot frame is taken from the steam box, quickly hook the strap over one end, clamp the other end with a rather light pressure and bend over the blocks with the strap outside; this prevents the frame splitting along the outside curve if the grain is not straight. When cool, the frame is removed and fitted either at once, or when all are bent. In this case, nail a light brace across the ends of each frame to prevent

Rules for the Prize Contest

READERS are urged to consider the above questions for the August issue, and send answers to them to the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before June 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before June 10. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25, or a credit of $25 on any article which sells for more than that amount. There are two prizes — one for each question — but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed $5, or a credit of $5 on any article which sells for more than that amount:

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

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springing back before fitting.

Regarding the fastening of the frames to the keel: this depends upon the type of hull. Some light frames for rowboats and canoes are bent in one piece from gunwale to gunwale and but one fastening,—nail, screw or rivet,—is put through each into keel. In a heavier hull, each station has two frames fitted, meeting at keel, where the frame heels should always be bevelled off to meet top of keel fairly. Heels are fastened by brass or ganvanized screws, drilled for and countersunk, or by long drift bolts and clinch rings. Such a pair of frames is always reinforced by a heavy oak floor timber, drifted to keel and riveted or bolted to frames, sometimes on top of frames but preferably alongside so that an extra bearing surface is furnished the garboard plank. In fitting such floors, bevel the outside edges to fair up with the inside of the hull, so that the garboard will lay snugly against the floors as well as the frames.

H. H. P., Los Gatos, Calif.

Starting to Build

TO make the moulds for a boat, first lay off the lines of the boat full size. To attempt to lay out the moulds from a small scale drawing or from the table of offsets, the measurements of which have probably been scaled from the small scale drawings, would not produce the best results. The lines of the boat should be laid down or drawn full size on a smooth floor. The floor should be given a coat of light gray paint so that all lines show clearly. The table of offsets, which accompanies the lines of the boat, will give most of the measurements required. The other measurements will be given on the scale drawings. As the lines are drawn, they should be faired up with a smooth pliable batten to remove all undesirable bumps and hollows.

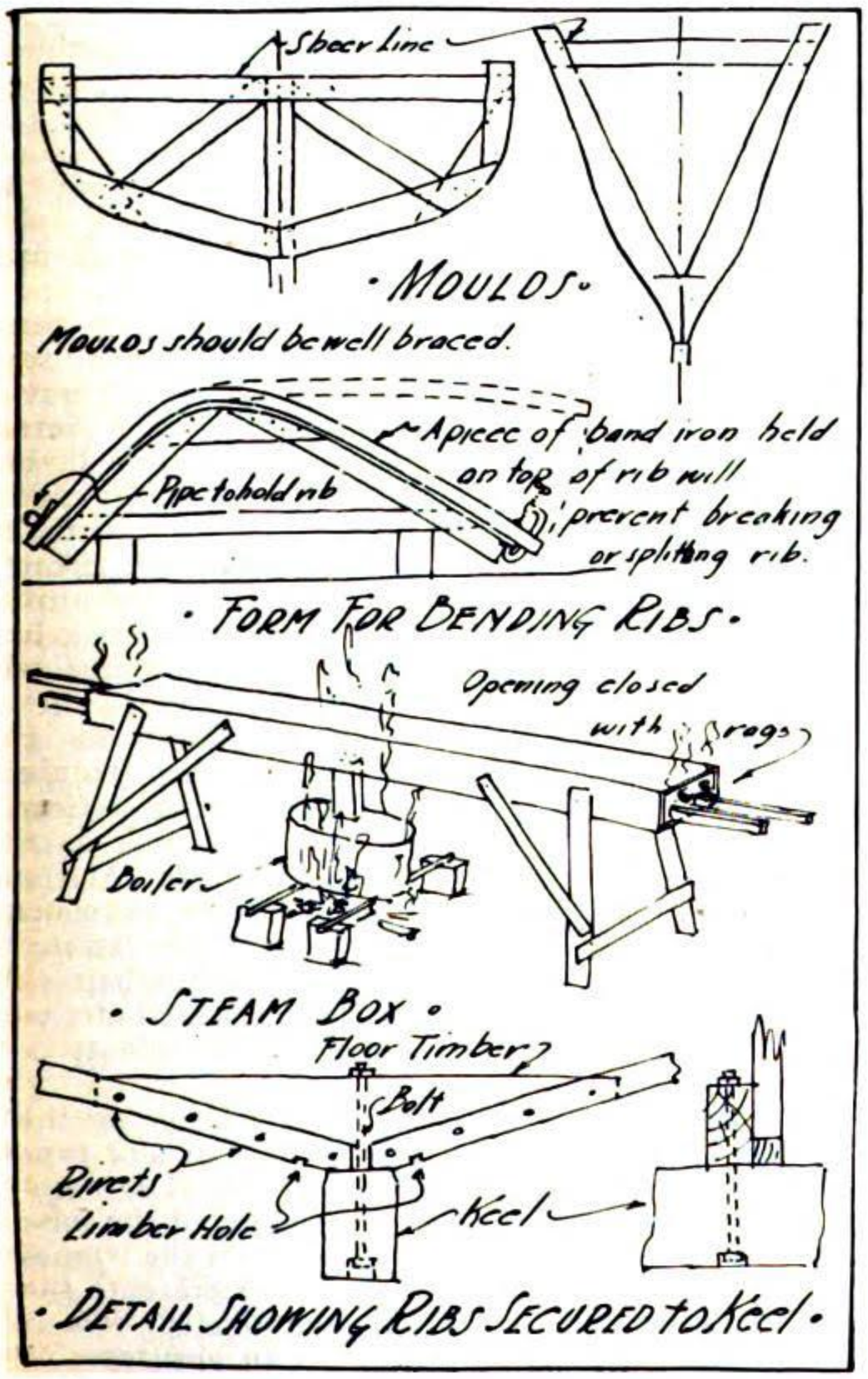
When the lines have been completed, the moulds can be made to suit. Allowance must be made to suit the thickness of the planking to be used. Each mould should be constructed of material at least one inch thick. It should be securely nailed together and well braced with diagonal braces so that it will not get out of shape.

The lines as laid down, full size, will be of great assistance in getting out the keel, deadwood, stem and stern. After the keel, deadwood and stem is set up, the moulds and stern set in place, and the ribbands on, the boat is ready to receive the ribs. If the material of the ribs is not too heavy, they may be steamed and bent in place against the ribbands in the boat.

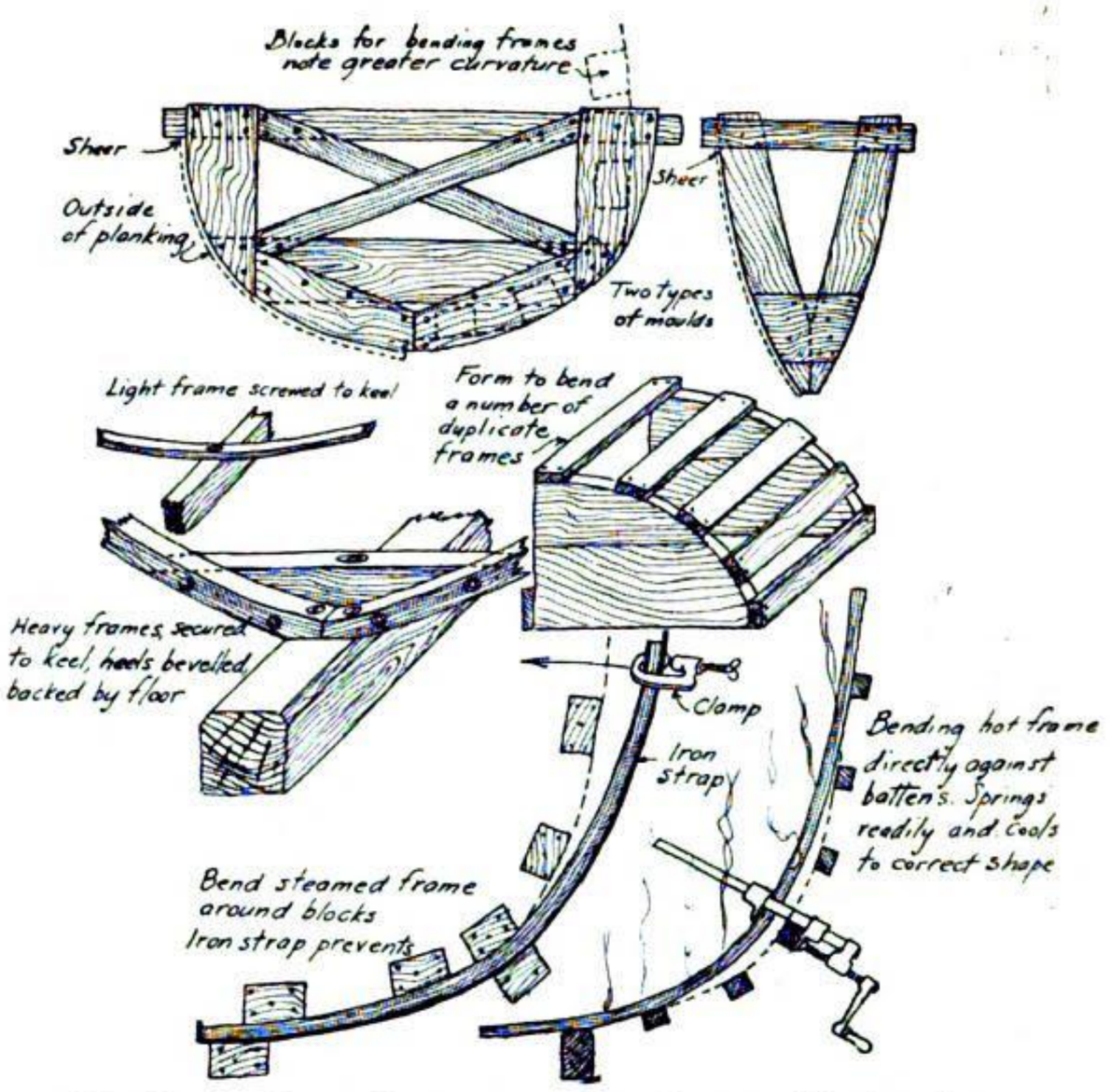
To bend heavy ribs, it is necessary to construct several forms, one of which should have a little more curvature than the ribs with the greatest bend in them. The other forms should be made to suit the ribs with less bend in them. Also construct a stem box with some means of generating steam. The ribs should be steamed until they are quite pliable. Then bend them while hot on the forms. As soon as a rib is bent, it may be taken from the form and set in the boat. If not placed in the boat, they should be left on the forms until cool. When they are removed from the forms, and if they are not immediately put into the boat, they should be stayed with a strip of wood to keep them from straightening out. When a rib is placed on the form, a piece of band iron placed on the outside of the rib and bent with it, will prevent the rib from splitting and breaking. To reduce breakage to a minimum, select the material with the best straight grain for the ribs having the most bend in them.

To secure the ribs to the keel, floor timbers should be provided at each set of ribs. The floor timbers should be secured to the keel with heavy drift pins, rivets, or bolts, and the ribs should be bolted or riveted to the floor timbers. If the keel is wide enough, the ends of the ribs may also be secured to the keel.

A. G. W., College Point, N. Y.


Sheer line
· MOULDS ·
Moulds should be well braced.
A piece of band iron held on top of rib will prevent breaking or splitting rib.
Pipe to hold rib
· FORM FOR BENDING RIBS ·
Opening closed with drop
Boiler
· STEAM BOX ·
Floor Timber
Bolt
Rivets
Timber Hole
Keel
· DETAIL SHOWING RIBS SECURED TO KEEL ·

A. G. W. shows the conventional methods of bending frames


Blocks for bending frames note greater curvature
Sheer
Outside of planking
Sheer
Two types of molds
Light frame screwed to keel
Form to bend a number of duplicate frames
Heavy frames secured to keel, heels bevelled, backed by floor
Clamp
Iron strap
Bending hot frame directly against batten's. Springs readily and cools to correct shape
Bend steamed frame around blocks
Iron strap prevents

H. H. P. shows how to use bending molds for the steamed frames

Laying Out, Bending and Fastening Frames

THE frames of a boat are not much in evidence when the boat is finished, but on their strength of material and fastening depends the entire construction. Should the frames fail or pull loose from their fastenings at the keel, the seams will open up, very likely in bad weather, and it will take three men each working a gang of bilge pumps to keep the boat afloat. Calking will not stay in seams that work or that have no backing. If you must economize or slight the construction of the boat, build the hull as good as you know how and slight the cabin and joiner work. True, the joiner

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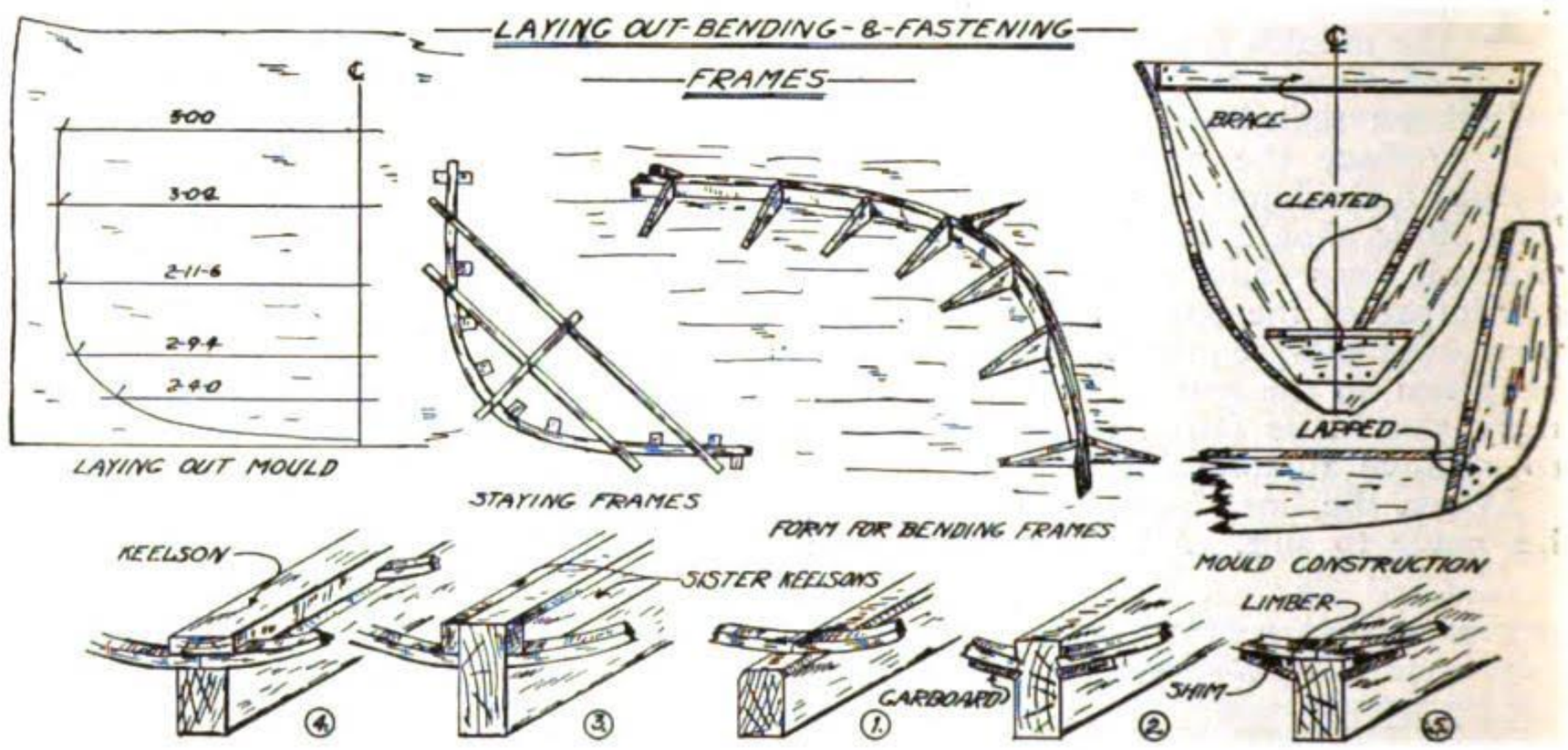
work shows, but you will never have to stand by the pumps all night because of slighted trim on a well built hull.

Some builders prefer to bend a set of mould ribs for each station, stay them in shape to the section lay out, and set them up on the keel to work from. An experienced boat builder can do this all right, but the man who builds his own boat seldom has the experience, and he had better construct moulds from odd pieces of lumber and set them up on their respective stations. After all the other frames are set and the boat planked or nearly so the moulds can be removed and frames put in their place. Moulds of boards, cleated together, and cut to shape are much easier for the novice to set and keep in place, and the entire set up will be more rigid than with bent moulds.

If you can lay down a boat, this article will not appeal to you, but many a man is a good mechanic although not much of a loftsman. He can, however, lay out the sections on heavy paper and make the moulds without previous experience, by first striking a line perpendicular to the edge of the paper and drawing the water lines as given on the plans, parallel to the edge of the paper. From the perpendicular, lay off on the water lines the distances as given in the table of offsets. Drive a brad at each point and spring a thin batten outside the brads and mark the inside of the batten. This gives the half breadth, and by folding the paper on the perpendicular and cutting along the line with a sharp knife so as to cut through both thicknesses, a full size paper pattern of the mould can be made. The table of offsets generally gives the distances to the outside of the planking in feet, inches and eighths and the thickness of the planking material must be deducted from the distance given in the table of offsets when laying out the moulds.



W. B. M. shows some details of hull construction

In making the moulds use two, three, or four boards, cleated together as may be necessary in order to not have too much cross grain. Lay the mould boards flat on the floor and tack them with a couple of brads to prevent shifting; then lay the pattern on the boards and mark around it. Before loosening the boards from the floor, nail on the cleats to hold them together and a strip across at the sheer line to prevent spreading. Mark the center line at the top and bottom and the mould is finished.

The simplest way for the novice, building only one boat, is to bend the frames on the floor or on a bench of old boards. Lay the moulds on the floor and mark around one side. At each waterline mark nail a square cut block the thickness of the frame material in from the half breadth mark, and two or more between. Where the bend is sharpest space the blocks closer, the more the merrier. Also nail a similar block the thickness of the frame material from the bottom at the center line. This gives the exact shape of the mould frame. Unless making mould frames, place the block at the sheer from an inch to an inch and a half in from the mould frame line and fair off the curve from the turn of the bilge to the sheer. A frame bent a little too far is easily straightened out to fit and no harm is done, but it is a job to put a little more bend in a cold frame. A bending mould must be made for each station. Where the frames are not too heavy, the blocks may be high enough to take two or even three frames at a time.

White oak or elm are the only common native woods suitable for bent frames. Kiln dried stock is not suitable for bending and green lumber will generally bend but does not hold the set well. Some will not agree that wood bends best with the flat of the grain and with the part nearest the outside of the tree to the outside of the curve. My experience has been that any good wood, suitable for the purpose, will bend either way if well softened before bending. The sticks should be cut several inches longer than required to allow for fitting.

Steaming and boiling are the common methods of softening woods preparatory to bending. Where the wood is not to be finished natural or stained a light shade, either method is satisfactory. The tannin in the oak in connection with the iron from the boiling tank will turn the wood black. Steaming with steam from any source may be done in a wooden box or a piece of galvanized pipe. Any open or closed vessel into which the frames can be submerged will answer for boiling. A long sheet metal trough with two or three kerosene camp stoves under it for heat, is good, or a piece of sheet metal or iron pipe with one end closed and a fire built under it may be used. With light material, successful bends have been made by immersing the wood in boiling water poured into a wooden trough. The main idea is to have the wood water soaked and hot clear through.

Put a couple of pieces of scrap cut from the frame stock in the softener and try one of these on the form. Have plenty of blocks and a few clamps handy, and when the wood is soft place it on the form, beginning at the end having most curve, nail a block tight against the frame and pull around the form, blocking the outside as you go. Put a piece on each form and if there are any hot ones left you can double up on the first. After the wood is cool, stay the frame across the ends with any old piece of wood and where the turn is sharpest stay from the brace to the frame, and remove from the form. Store the bent frames in a dry place until ready to use. The frames are much less apt to break in bending if a piece of strap iron is clamped to the outside at each end before bending. When the bend is very sharp, rip the stock the center and rivet after bending.

For most stations, enough frames may be bent to the one mould to extend half way each side of that station. The difference is so little that by sliding the frames in or out in setting, a satisfactory setting is obtained. At the extreme bow and stern it may be necessary to make additional moulds or bend the frames to the battens. Where the moulds are securely fastened and the batten heavy enough the frames may be bent inside the battens, but many more will be broken in this way and plenty of clamps are necessary.

There are several methods of fitting and fastening the frames to the keel. All are good in their particular type of construction. The method shown at Fig. 1 is commonly used in light construction on account of the ease of fitting. The keelson, whether notched over the frames or not, holds them securely to the keel and prevents the fastenings from working loose. A good amateur job at this type of construction is superior to an unsuccessful attempt at the more compli- (*Continued on page* 172)

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Carrying An Extra Oil Supply

Simple Addition to the Boat's Equipment Which Will Insure Enough Oil for the Engine on a Long Trip

Answers to the Following Questions Published in the April Issue

"Describe and illustrate installation of small lubricating oil tank, piped direct to oil sump of motor."

Oil Automatically Supplied

(The Prize Winning Answer)

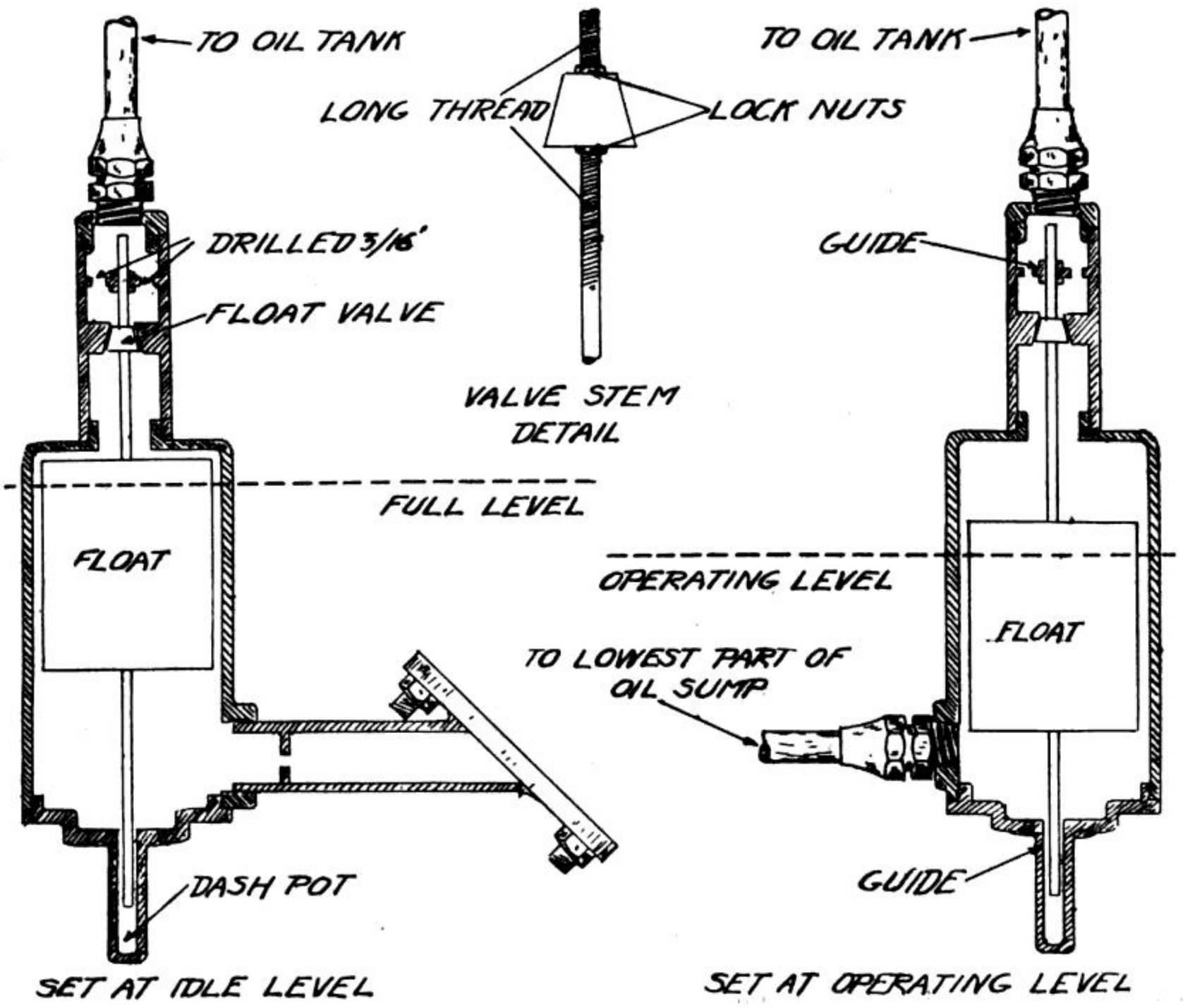
IT is important that the crank case oil be maintained between certain fixed limits. Too much oil causes the engine to smoke and carbonize rapidly, while too little oil will allow the engine to overheat due to the increased friction resulting from insufficient lubrication. Almost anything in the line of engine trouble may result from overheating due to friction. The bearings wear rapidly and are apt to burn out, cylinder walls may become scored, or a piston seize. If operated for any great length of time the entire engine may be damaged beyond repair. An old marine engineer once said, "Good oil and grease are the cheapest and best mechanics that one can hire." He spoke in reference to steam engines, but his theory is equally applicable to internal combustion engines, in fact, more so, for a steam engine will smell hot and squeal before much damage is done and the parts are relatively heavy.

Negligence is the only excuse for letting the engine run short of lubricating oil, and negligence excuses no one. Economy is a good thing, but don't economize by short oiling your engine for you will make up the difference four fold in repair bills and the engine will be permanently damaged. Your automobile instruction book says to change the crank case oil every 500 miles, if you would have a smooth running and long lasting engine. The oil level must be maintained between the full and three quarter marks and the addition of good oil to make up the loss does not rejuvenate the old oil. The automobile engine does not operate under full load for even one quarter of its running time while the marine engine is operated under full load practically all the time. But few motor boatmen realize the advantage of running with the throttle partly closed. It is a good driver indeed that can average over thirty miles an hour with a car. Figuring this out in operating hours, the crank case oil should be changed after approximately 17 hours running, regardless of how much new oil has been added during that time.

Changing the oil in the crank case is a messy job but a necessary one and should be attended to at regular intervals. It is a nuisance to have to pour in a quart of oil before starting out for a day's outing and is easily overlooked, but it is just as important that the oil level be maintained as it is that the fuel tanks be filled. The engine will not run without oil any better than it will without fuel.

The usual method of supplying the oil to the crank case can be much improved. By locating a small tank holding a couple or three gallons above the engine and leading an annealed copper tubing to the oiler filler opening, oil can be run by gravity into the oil sump whenever a valve at the tank is opened. On larger boats, the oil may be raised from the main lubricating oil tank located below the engine room floor to the auxiliary oil tank by a hand pump or by air pressure. If desired the hand pump could be arranged so that the discharge was directly into the filler opening and the auxiliary tank dispensed with. In this method it is necessary to watch the oil gauge to determine when the oil in the crank case is at the full level. The fuel level in the carbureter is controlled by a float valve which closes when the fuel reaches the proper level. Why not arrange a similar device for controlling the level of oil in the crank case?

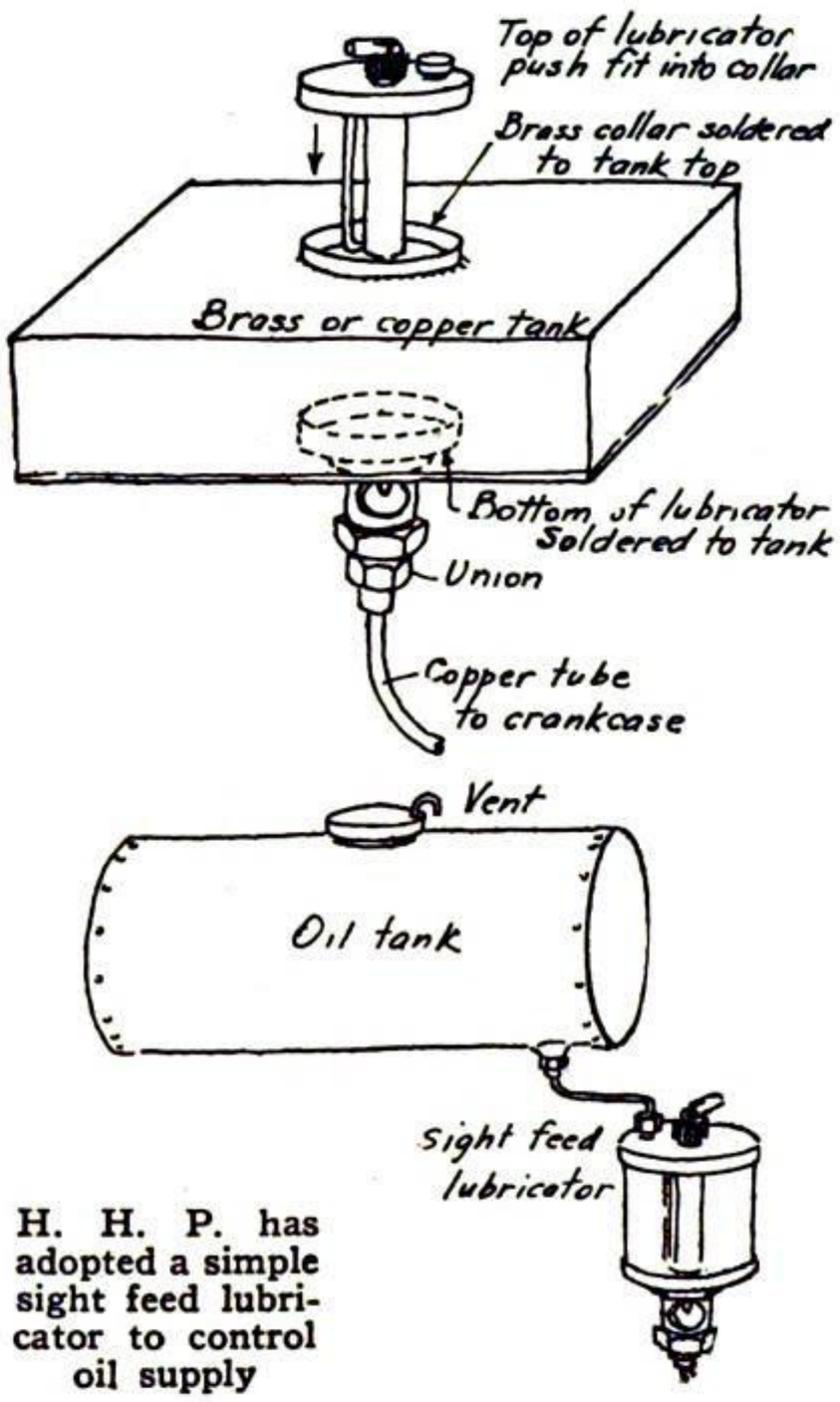
Such a device would be manufactured in a manner similar to the construction of that part of a carbureter and you can make one from the float valve part of a carbureter and brass tubing. Saw off the float valve part of the carbureter and after removing the cap over the valve chambe, tap it for a tubing coupling and solder up the opening which led to the carbureter bowl. Remove the valve from its stem and fit a longer stem and fit a longer stem that will extend to below the low oil. level and solder a metal float to the lower end of the stem.



W. B. M. has arranged an automatic feeding device to keep the oil supply constant

Copyrighted mater

The new stem should have a long thread to give a good range of adjustment. File or turn off the threads where the stem passes through the upper guide. Lock nuts hold the valve in adjustment. A free fitting guide should be placed above the valve and another similar guide just below the float. This lower guide is arranged so as to act as a dash pot for the float, preventing it from acting too quickly as the oil surges around with the motion of the boat. The metal float may be one from an old carbureter or may be made from light sheet brass and must be of ample capacity to keep the valve closed when submerged in oil. A float size of 1½ inches diameter by 2 inches high is suggested. The float chamber should allow a clearance of at least ⅛ inch on all sides and the bottom should be removable for cleaning and adjusting. A short piece of heavy ⅜ inch O. D. annealed tubing between tubing fittings soldered to the float chamber and tapped into the crank case oil sump connects the device with the engine. The connection to the oil sump should be not more than one inch from the bottom and at the lowest point practical in the float chamber. The connection is small to prevent the oil from leaving the float chamber or flooding it when the boat rolls. It may be necessary to still further reduce the size of the opening in the tubing fitting. The device is supported by a bracket soldered to the float chamber and held under cap screws or nuts on the engine. Were we manufacturing this device, the tubing would be replaced by a brass casting so shaped that the connection to the crank case oil sump would be made by bolting on a flange after drilling the necessary hole through the crank case. An annealed tubing connection from the valve chamber to the oil tank completes the installation.

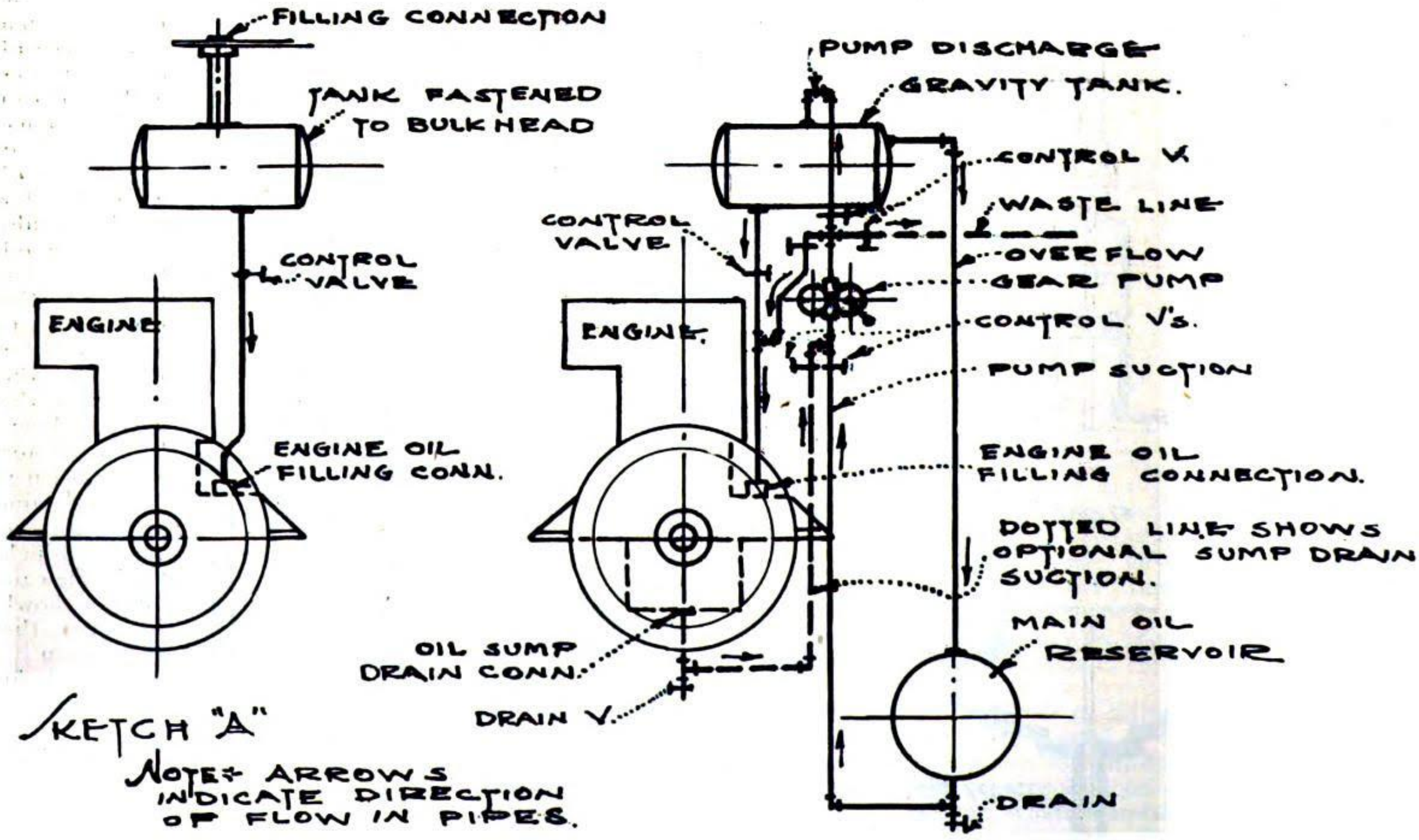


H. H. P. has adopted a simple sight feed lubricator to control oil supply

This device can be set to replace any oil loss while the engine is running or it may be adjusted so that by opening a shut off before starting the engine the oil in the crank case will rise to the proper level, when the float valve will close. The only method of obtaining the adjustments is by experiment. First determine the average oil level when the engine is running full speed and attach the device so that the float valve is closed at this level. Then should the oil level, for any reason, be lowered below this point, the valve will open and make up the loss. A higher level will have no effect upon the valve except to close it tighter.

The second method is to place the device so that the valve is closed at the full level, with the engine not operating and after the oil has drained from around the engine back into the oil sump. With this method, you open the shut off a few minutes before starting the engine, and to avoid an excess of oil the shut off must be closed before the engine is started.

The drawing shows the general arrangement of the parts, however, your ingenuity in adapting available material to a construction suitable for attaching to the engine will be a controlling (*Continued on page* 172)



H. S. has arranged a gravity and pump controlled oil supply

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The Seven Seas

Before Commodore Arthur Curtiss James set sail on his voyage 'round-the-world in 1922, he made sure that the Aloha was finished with Valspar. Photo by M. Rosenfeld, N. Y.

Though you sail the seven seas — anchor in a thousand ports — you'll sight no finer, fitter craft than those which boast a Valspar finish.

That's been true for many years and it's just as true today.

Take for example: a graceful, square-rigged bark, such as Arthur Curtiss James' *Aloha*; or *Shadow K*, Carl Fisher's magnificent new Diesel Yacht; or *Lanai*, that won so convincingly in last year's International Six Meter Races; and many other famous speedboats like *Miss America*, *Teaser* and *Baby Bootlegger*. Every one Valsparred!

Wherever there are fine boats there you will find **Valspar**

VALENTINE'S VALSPAR
The Varnish That Won't Turn White

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Lubrication *and* Racing

Sustained High Speeds in Racing Craft Are Useful Proving Grounds as to the Value of Correct Lubrication

WHILE comparatively few of the readers of MoToR BoatinG operate racing craft themselves, everyone is always interested in the series of important racing events such as was conducted during the Florida Regattas in February and March of this year.

The importance of racing events is not merely the establishment of new records but the information that is gained by everyone interested in motor boating in the routine matters which contribute to the successful and economical operation of a motor boat. In other words, races are valuable not just for their spectacular and dramatic nature, but because they bring out many facts of vital importance to all boat owners.

The recent races at Palm Beach, Tampa and Miami Beach served a very real purpose in that they established new standards of reliability and presented most convincing evidence of the stability of the modern motor boat. Consistent performance of the many boats entered in the Florida Regattas was due, in a very large part, to the matter of lubrication which was given greater attention than ever before. Practically every driver made sure that he had the precisely correct oil for his engine in the crankcase before he would take part in any event.

There was not a single case of faulty engine performance due to insufficient or improper lubrication during the entire Florida racing season in those boats using Duplex oils. In this connection it is significant to know that the great majority of all racing craft were operating with these oils. One of the outstanding features of both the Tampa Regatta and the Miami Beach Regatta was the consistent performance of the Tampa Baybies and the Biscayne Baybies. These craft are powered with Scripps engines and invariably use Duplex marine engine oil. They ran as many as three heats a day, day after day, every boat finished, and there was no trouble due to lubrication.

Every one of the contenders for the Fisher- (*Continued on page* 176)

Photographs by M. Rosenfeld

Dick Ward just appointed distributor of Duplex oils at Miami with Steve Drakeley engineering representative

Officials at the Tampa Regatta inspecting the service of Duplex oils and greases

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Doesn't the Good Ship "(write your own)"

Deserve a Decent Set of China *and* Crystal?

YOU own a yacht because you love the sea. And because you like to have your friends enjoy it.

That means hospitality and hospitality implies dinner. And dinner almost inexorably implies a service of Ovington china.

Why not start in and get a good one while you are about the business? Why not decide to give the good ship a china service of which she may well be proud?

For as little as $100 it can be done and done well at Ovington's. For $100 you may have a service for six emblazoned with your flags. And crystal to match is not expensive. We are glad to submit designs and estimates for any member of a recognized yacht club.

OVINGTON'S

"The Gift Shop of Fifth Ave., Inc."

Fifth Avenue at 39th Street

Copyrighted material

To You Who Will Buy a Motor This June!

LONGED-for June is here, all of summer is ahead—soon you will say, "I must order that motor today!"

Will you buy on sales floor eloquence, or impulse, or necessity for quick delivery—or will you anticipate, fortify yourself with facts, and choose with discrimination?

You should have the Super Elto catalog —to *know* all about the Super Elto, but in the meanwhile—

Remember this—that the Super Elto is the One-Model, All-Use Motor that Meets Every Need! Gives you generous power for your substantial family boat.

And on the stern of speed boat or canoe the Super Elto gives you foaming, victorious speed—up to 14 miles per hour! Its light weight and extreme compactness enable it to serve you equally well on your long distance fishing trip. And the Super Elto gives you —

Quarter-Turn Starting! Genuine easy starting — the most vital quality you can buy in an outboard motor! No need for spinning the flywheel over compression! No starting devices needed! Just an easy finger-tip, quarter-turn flip of the flywheel starts the Super Elto. And let it rain! Let the water splash — the Super Elto is an ***all-weather*** motor. Entire ignition is waterproof. Can be submerged for days with no effect on operation.

Rudder Steering makes absolutely certain of *safe* turning at all speeds—on all boats! Provides vibrationless tiller-line control. Your hands are free for rod or gun!

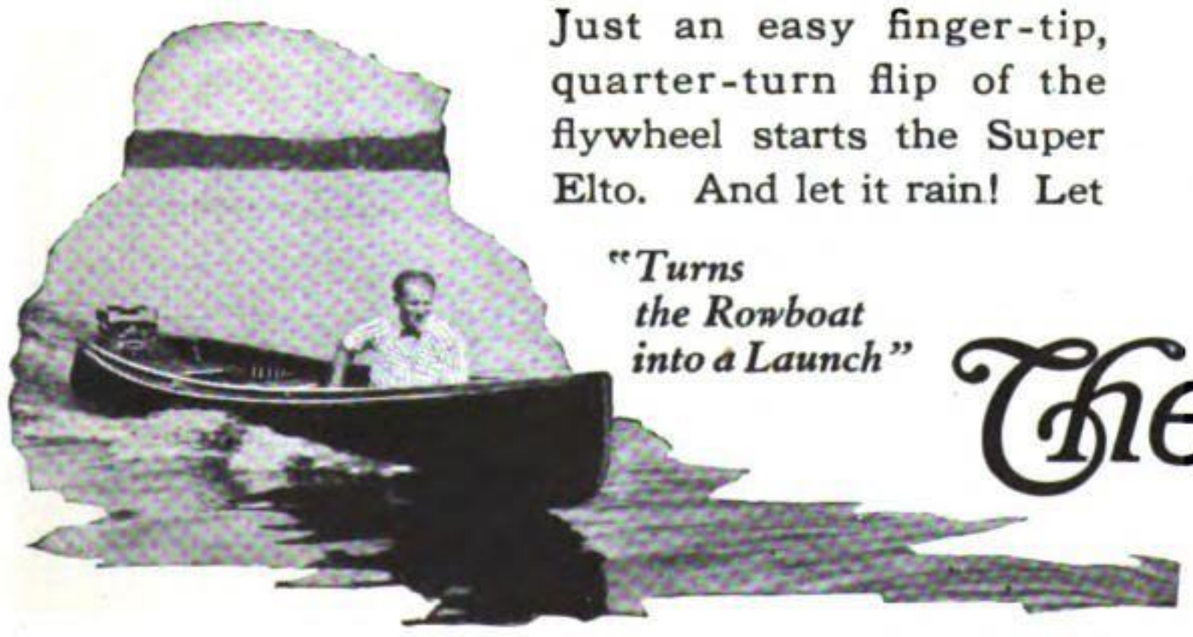
Steer, Speed Up, Slow Down or Stop Motor from Any Part of Boat! Another exclusive Super Elto feature! You balance your boat on an even keel for speed and safety, because you sit where you choose. Enables you to keep bow *in* water—not swinging wildly in gusty head winds.

Silent, Odorless Underwater Exhaust! An exclusive, new fishgill principle of underwater exhaust silences the Super Elto for those in the boat and near it! The Super Elto is amazingly silent—and never again will you sit in a cloud of motor fumes when there is a following wind.

Propello-Pump — Not a Pump At All because there are no moving parts — no valves, no springs, no packing — nothing to wear out! Proved in service on all the waters of the world, the Propello-Pump means a great saving in trouble the instant you choose the Super Elto!

"Starts with a quarter turn"

Elto easy starting means *genuine* easy-starting. Elto's full battery ignition *with Atwater-Kent Unisparker* gives positive starting on the quarter-turn flip of the flywheel.



"Turns the Rowboat into a Launch"

The Super "Starts with a Quarter Turn"

Advertising Index will be found on page 192

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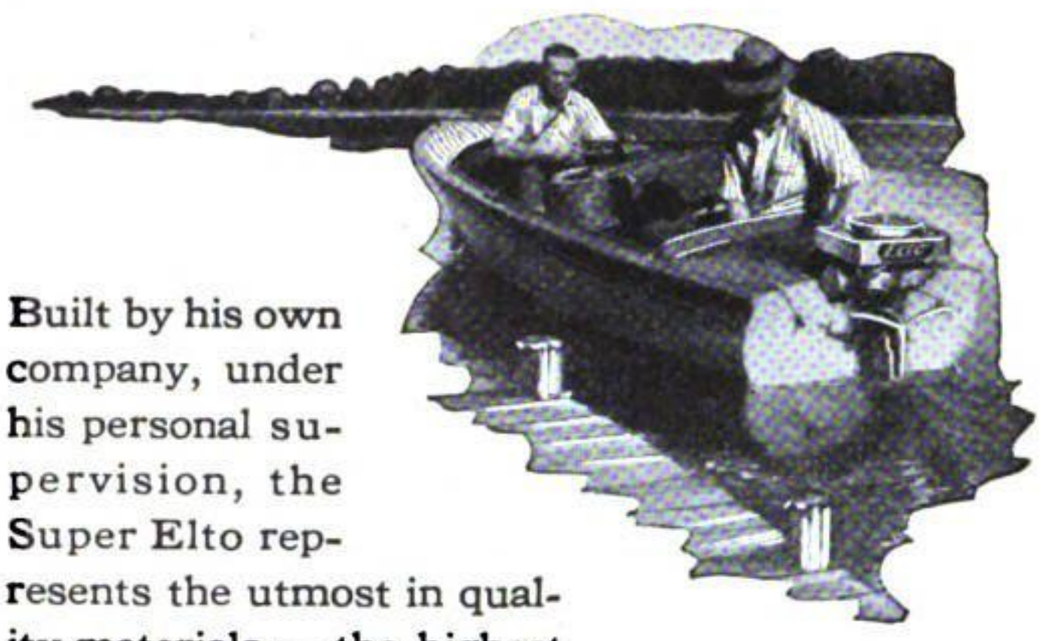
Floating Type Drive Shaft—as essential for durability in an outboard motor as in an automobile!

Strictly a Marine Type Motor — gets its full 4 H. P. from piston displacement rather than excessive R. P. M.! Delivers power at slow as well as high motor speeds!

Big Bearings! The service life of any motor is in the bearings. *The bearing area of the Elto is outstandingly large for a motor in its power and weight class!* And this, together with the fact that the Elto develops its power without speeding motor to the utmost, is your positive assurance of trouble-free, long service life!

Designed and Built by Ole Evinrude, the Super Elto is the climaxing achievement of the man who built the first successful outboard motor — and the first successful "Light Twin" — the Elto that revolutionized the industry.



Built by his own company, under his personal supervision, the Super Elto represents the utmost in quality materials — the highest degree of exacting precision in workmanship.

If There's Time Before You Buy!

Send for the Super Elto catalog—we will hurry it special delivery if you like. ***If time is short, wire at our expense!*** To buy on information, to go to a dealer forearmed with positive knowledge of outboard construction and value, you ought to have this catalog. Tells you in detail about outboard motor construction and values. But if there isn't time, *be sure of this*—that you can buy a Super Elto and know that *this* summer, *next* summer and for *many more* summers, you'll have maximum service—ability—durability and value.

ELTO OUTBOARD MOTOR COMPANY
OLE EVINRUDE, President
Dept F, Manufacturers Home Bldg. Milwaukee, Wis.

Review Them Again!

EVERY feature briefly mentioned here is a real contribution to boating satisfaction.

Full 4 H. P. Abundant power for all uses.

Light Weight. Amazingly compact, really portable.

Thrilling, Foaming Speed! Up to 14 miles an hour on light hulls.

Quarter-Turn Starting—real instant starting—the most vital single feature you can buy in a motor.

New Underwater Exhaust. Silent, odorless.

Propello-Pump. Eliminates parts of greatest wear.

Floating Type Drive Shaft. Gives enormous added strength.

Dual-Jet Carburetion. Double valves give added speed, power.

Rudder Steering—an invaluable safety feature.

New Control. Full motor and rudder control from any part of boat.

Big Bearings—positive assurance of long service.

Safety Shoe—Protects propeller. Keeps pins from shearing.

The Elto rudder folds snugly against shaft housing — enables motor to stow into compact case (shown in illustration) shipping trunk or carrying bag.

Elto

© E. O. M. Co., 1926
A 3295—DP-O

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Yard *and* Shop

Notes of Interest to Both Owner and Manufacturer

Moving Day

MAY 1 seems to be a busy time for the moving man, and reports of several changes of address have come in as a result of his activities. Cox & Stevens, the naval architects, who have been long established in down town New York, have taken new quarters at 341 Madison Avenue at 44th Street, New York City. The business will be carried on at the new location in exactly the same way as before. On the other hand, the H. H. Jennings Company, formerly at 154 Nassau Street, have gone further down town to the lowest end of the city, and are now located at 29 Broadway.

The hazards of the Coast Guard service during the winter are well shown by the picture of the 203, after arriving at New York from Cape May on February 11

William Gardner Retires

Owing to continued ill health of William Gardner, head of the firm of naval architects and yacht brokers bearing his name, retired from active participation in the business. The business will be conducted as heretofore under the firm name of William Gardner & Co. by Philip Leventhal, William T. Holley and P. F. Miller.

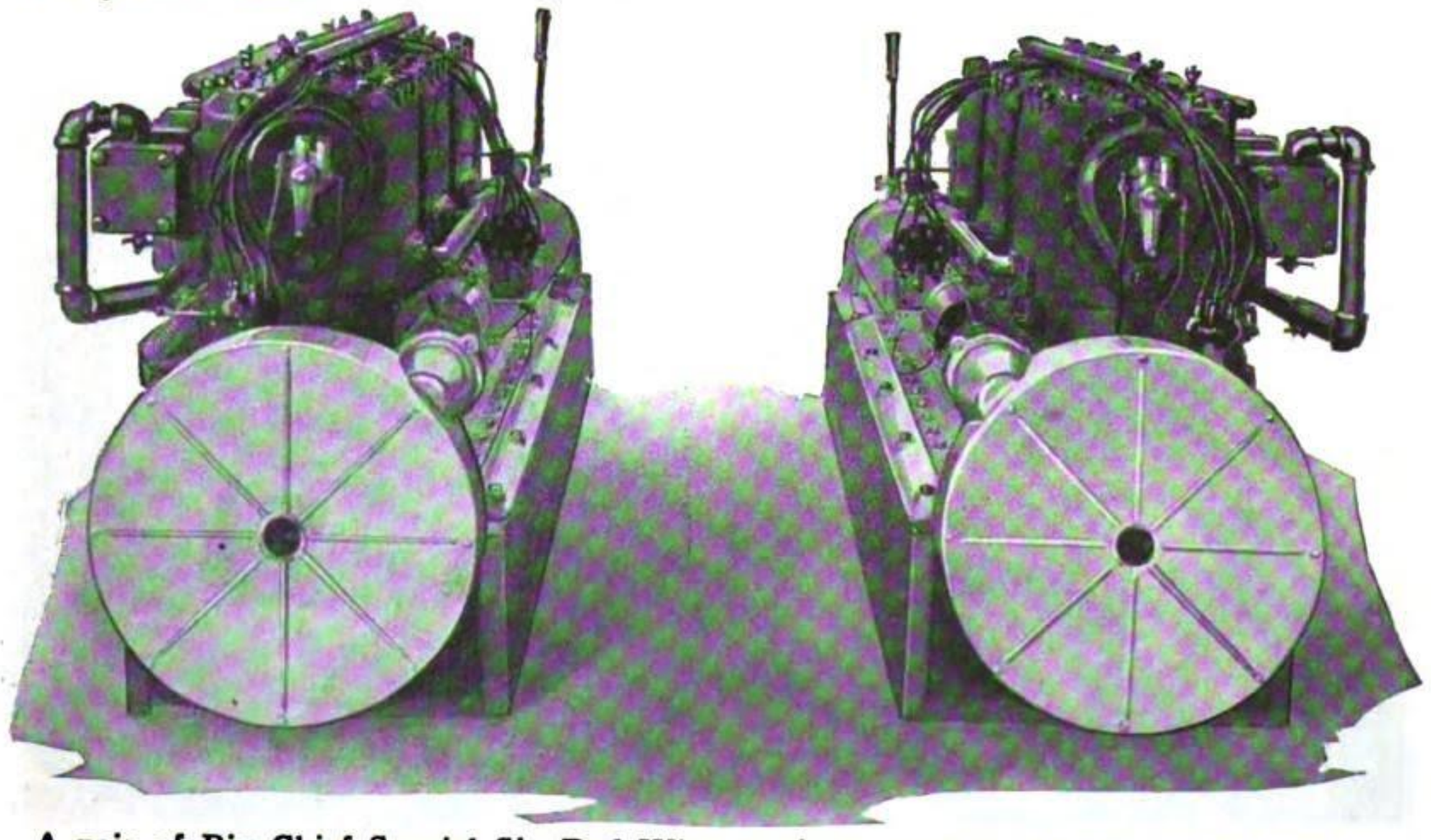
Service on Kermath Engines

The New York dealers, Bruns Kimball & Company, have expanded their present headquarters sufficiently to enable them to carry a complete stock of spare parts for all sizes and models of Kermath engines. These facilities will prove of great benefit to Kermath owners along the Atlantic seaboard and the Eastern states, should they need parts in an emergency. It is planned to arrange shipment on parts on a twenty-four basis.

Engineers of the Consolidated Shipbuilding Corporation have built a small gasoline supply pump to replace either air or other forms of supply. There is a 12 volt motor connected to the pump, and the outfit is capable of delivering 100 gallons of gasoline per hour

Hydroplanes to Race

The Ottawa Power Boat Association advises that in accordance with the Deed of Gift for *The Rudder* International Trophy for 151 class hydroplanes, a race will be held for this Trophy in Ottawa, Canada, on August 16 and 17 in conjunction with the Centenary celebrating the one hundredth anniversary of the founding of the capital city of Canada. The course will be on the Ottawa, an interprovincial river, off the Ottawa-New Edinborough Club. The officials that have so far consented to act are, Commander Hose, of the Royal Canadian Navy, Ottawa; Herbert Ditchburn of Gravenhurst, Ont.; Harry B. Greening of Hamilton, Ont.; Dr. A. W. Stackhouse of Montreal, Quebec; and R. Meldrum Stewart, Commodore, Ottawa Power Boat Association. The Mississippi Valley Power Boat Association will appoint additional officials to assist at the Regatta.



A pair of Big Chief Special Six Red Wing engines supplied for twin screw service. Note that these engines are equipped with the oil Purolator as Red Wing is the first marine engine to use this as regular equipment

Commission to Pick Cup

Unable to select a design from the two dozen models, drawings, and paintings submitted, the President's Cup Regatta committee has decided to enlist the aid of the Fine-Arts Commission in making the final choice of a design for the trophy to be awarded the winner of the feature race in the power-boat regatta to be held on the Potomac September 18. The Fine Arts Commission is the authority which passes upon artistic and esthetic matters affecting the beauty of the National Capital. The regatta committee is especially anxious that the cup be adequately expressive of the dignity of the office of the President of the United States, who is sponsoring the cup. The gold cup will be

(*Continued on page* 56)

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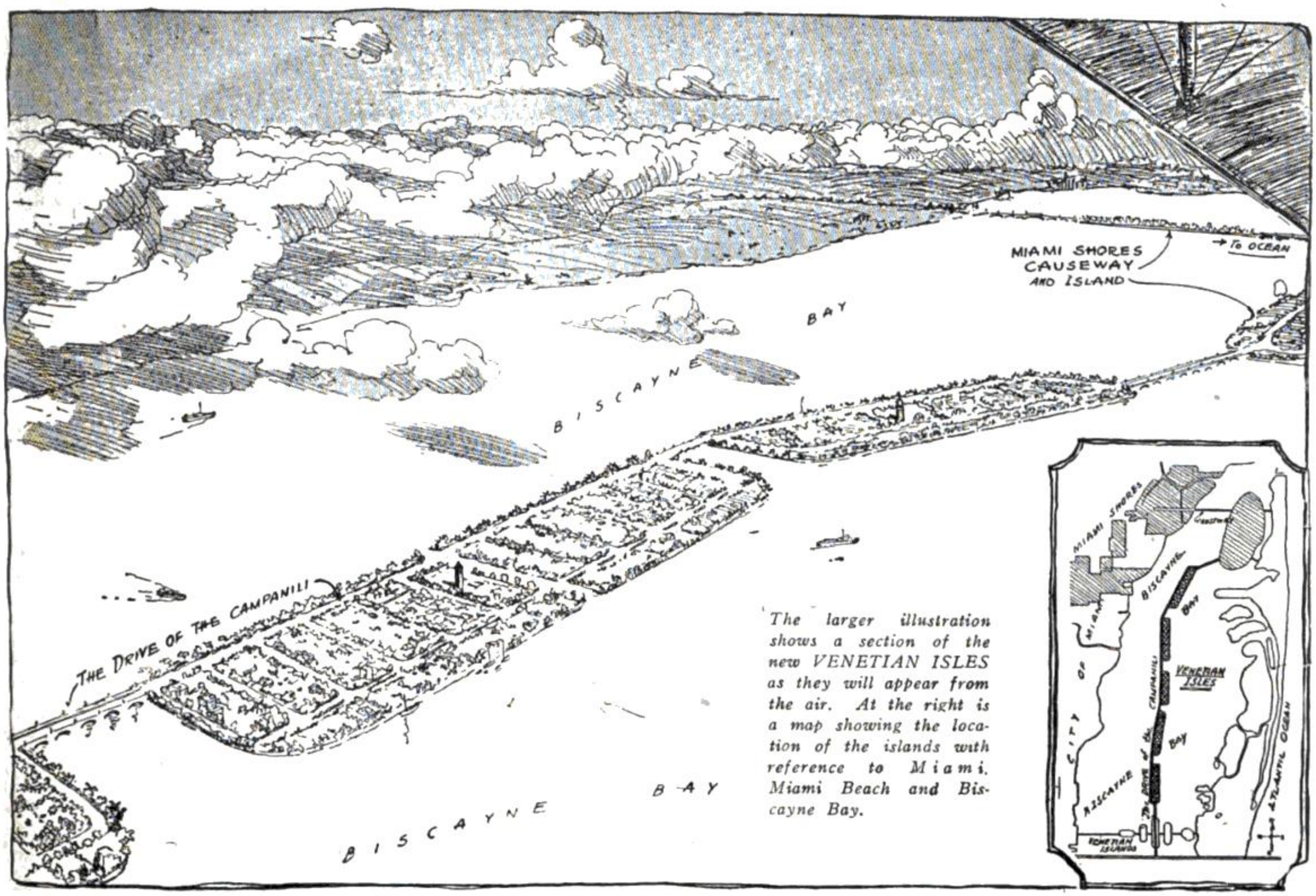
The RESULT of
Vision, Brains, Courage and Ambition!



The larger illustration shows a section of the new VENETIAN ISLES as they will appear from the air. At the right is a map showing the location of the islands with reference to Miami, Miami Beach and Biscayne Bay.

IT TAKES VISION first to create a masterpiece.

IT TAKES BRAINS to work out the details and put them into effect and make the vision perfect and practical.

IT TAKES COURAGE to consistently carry on and bring the practical vision to success.

IT TAKES AMBITION first of all to create and to decide to do any of these wonderful things, and it took this entire combination to bring about VENETIAN ISLES, which are completing the perfect picture, which it would seem, Nature had intended for upper Biscayne Bay.

The natural beauty of this marvelous body of water and its truly wonderful environment will become world famous upon the completion of VENETIAN ISLES, with two beautiful boulevarded drives, and the beautiful park overlooking the waterfront, together with the recreation centers providing for all of the people for all time a much greater area of parks than could otherwise be possible, and causing property values of VENETIAN ISLES to surpass anything heretofore known.

After all is said and done, **waterfront properties are supreme** both from the standpoint of the best in real estate investments and from the standpoint of the yachsman, and those who desire and appreciate accessibility to a delightful body of water. In fact, VENETIAN ISLES presents to you an altogether perfect yacht basin at your very front door.

And so, VENETIAN ISLES presents to you the most unusual investment opportunity in all of the Greater Miami area. We are not alone in this belief, as witness the ever-increasing number of investors who are buying this magnificent property.

VENETIAN ISLES

Gems of America's Mediterranean

Miami—107 N. E. 2nd Avenue **Miami Beach—1622-A Alton Road**

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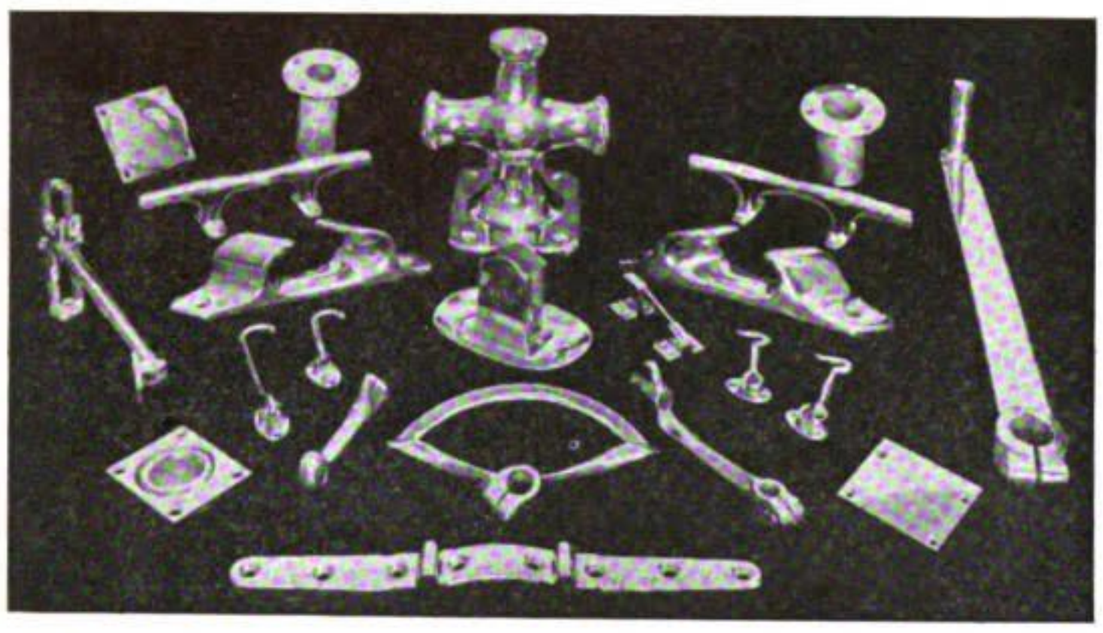
Yard *and* Shop

(*Continued from page* 46)

raced for annually, on the Potomac, under a deed of gift formulated by the American Power Boat Association, and the winner of it each year, upon restoring it to the fresh competition of the next year, will receive a bronze replica for his permanent possession.

Vice Commodore W. A. Rogers of the Corinthian Yacht Club, chairman of the regatta committee, has just returned from New York and other eastern yachting points, where he explained the President's Cup feature to several outstanding sportsmen. He reports keen interest in the event, and expects a leading manufacturer to hurl a challenge at the field that will bring out some of the fastest boats in the country.



A number of items of motorboat equipment permanently plated by the Crodon process

Willis's New Catalog

The E. J. Willis Co., manufacturers and jobbers of sail and marine yacht equipment, takes pleasure in announcing that they have just completed a general catalogue of one hundred pages, devoted exclusively to all of the latest devices and fixtures to make yachting safe and comfortable. In this catalogue is illustrated, described and priced, at net prices, many new articles, such as, Protane natural gas ranges, cast brass wall fixtures, new style searchlights, gear controls, etc., in fact, everything from saluting cannons down to the fanciest kind of navigating instruments.

The catalogue will be sent free of charge, upon request, to any yacht owner who merely writes and asks for it.

A Gasoline Supply Pump

The engineers of the Consolidated Shipbuilding Corporation, Morris Heights, New York City, have developed a gasoline delivery pump which will take the place of either the air or gasoline pressure feed systems.

The principal feature of this device lies in the unique design of the pump because all fuel above the carbureter will flow by gravity through the dormant pump. It is only necessary to operate pump when the fuel level in the tank falls below the level of the carbureter. In other words, the pump acts as a pusher, feeding gasoline to the carbureter without building up a pressure.

The device consists of a 12-volt motor and the gasoline pump with suitable connecting shaft between, mounted on a solid metal base. It is installed in a vertical position at a level with the bottom of the gasoline tank, and connected directly thereto, the delivery side of which is connected direct to carbureter. This pump is free from springs, valves and checks, and is capable of delivering more than 100 gallons of gasoline per hour.

Most of the modern designs of pleasure boats prohibit the installation of natural flow, or gravity feed from fuel tanks to carbureters, and as a result either of the two common methods of fuel supply have been used. One, by pumping air pressure into the gasoline tanks forcing the fuel to carbureters, and the other, by pumping gasoline into an auxiliary reservoir above the engines which flows by gravity to the carbureters.

The objectionable features of both of these systems have now been eliminated by Consolidated's new electric driven gasoline pump. It is positive in operation and safe in control under all conditions. Patents covering this device are now pending and the manufacturers will soon have the pumps in production ready for distribution under their usual guarantee.

New Plating Material

Crodon is the name applied to a process of plating which uses a chrome alloy, and which has been developed by Dr. Colin G. Fink of Columbia University, who is internationally known for his electro-chemical and metallurgical discoveries. Crodon can be applied to a large variety of base metals to produce a number of desirable results. In its harder grades, it is harder than case hardened steel, with only a diamond of greater hardness. As a rust resistant, Crodon is immune to atmospheric corrosion and will not tarnish. Organic and practically all mineral acids will not attack a Crodon surface. A variety of finishes can be produced, ranging from a soft gray to the brilliant polish of a mirror. This plate can be applied to all sorts of ship's hardware, plumbing fixtures, electrical appliances, etc., and produces a finish far superior to nickel. Articles plated with Crodon, will never tarnish, nor require polishing. The finish will never wear off. Several large and completely equipped plants are now engaged in applying Crodon plate to metal products, and others will be established as required later. Further information on Crodon plating is available through the Chemical Treatment Co. Inc., 26 Broadway, New York, N. Y.

National Association Meets

A special meeting of the National Association of Engine & Boat Manufacturers took place recently in New York at which sections 2 and 3 of Article IV of the by-laws were amended to read as follows: Section 2—After May 1, 1926, annual dues shall be, for Active Members, $100 and for Associate Members $50. Section 3—After May 1, 1926, each Applicant for membership shall pay an initiation fee of $100 for Active Membership and $50 for Associate Membership, said payments to accompany the application when filed. Although the operating expenses of the Association have increased there had previously been no change in the dues or initiation fees since April 27, 1912. No assessments have ever been made upon our members for legislative work or other purposes, and this increase in dues is designed to meet the needs of the Association's budget. Our aim at this time is to increase the Association membership to a point where we shall have included on our rolls every reputable concern identified with the motor boat industry, and we trust that we may count upon your support in our campaign for new members.

J. L. Bludworth of Galveston has installed an F-6 Scripps engine in the fast harbor ferry used in heavy service at 20 m.p.h.

Saftiboats in Central America

The General Development Company of New York, who are among the largest producers of high priced metals in the world, and who have mines in many parts of Central America, have experimented with all types of aerial drive boats, in order to reach their properties. After the conclusion of these tests, they have decided to use the Saftiboat built by the Brownback Motor Laboratories for this purpose. The first boat delivered will be a 24 foot boat, with a six cylinder engine. The entire boat, with the exception of the coaming, and the floor grating, will be of metal, the hull of steel, the engine covers aluminum, and the propeller duralumin.

(*Continued on page* 182)

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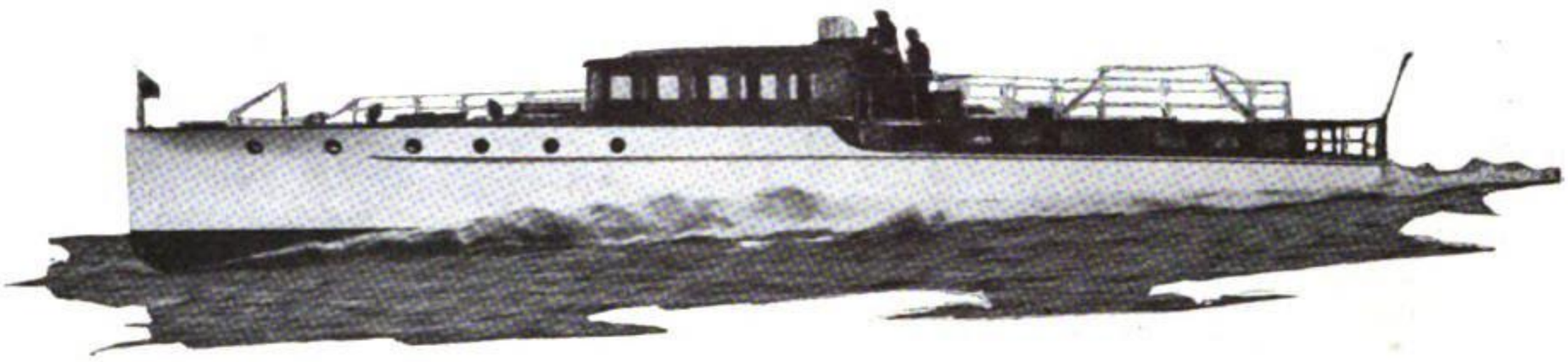
34½ miles per hour
1350 Shaft Horse Power



"Charming Polly"

The new 76′ by 13′ 6″ Express Cruising Yacht
built for H. H. Rogers, Esq., of New York and Southampton

by the

Maybach Motor Company

subsidiary of the

ZEPPELIN-AIRSHIP COMPANY

Write to us for quotations on our yachts and our gasoline or Diesel Engines. We are glad to submit estimates without any obligations.

NEW YORK OFFICE:

Maybach Motor Company

F. W. Von Meister, General Agent for U. S. A.

578 MADISON AVENUE

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Cable Address:
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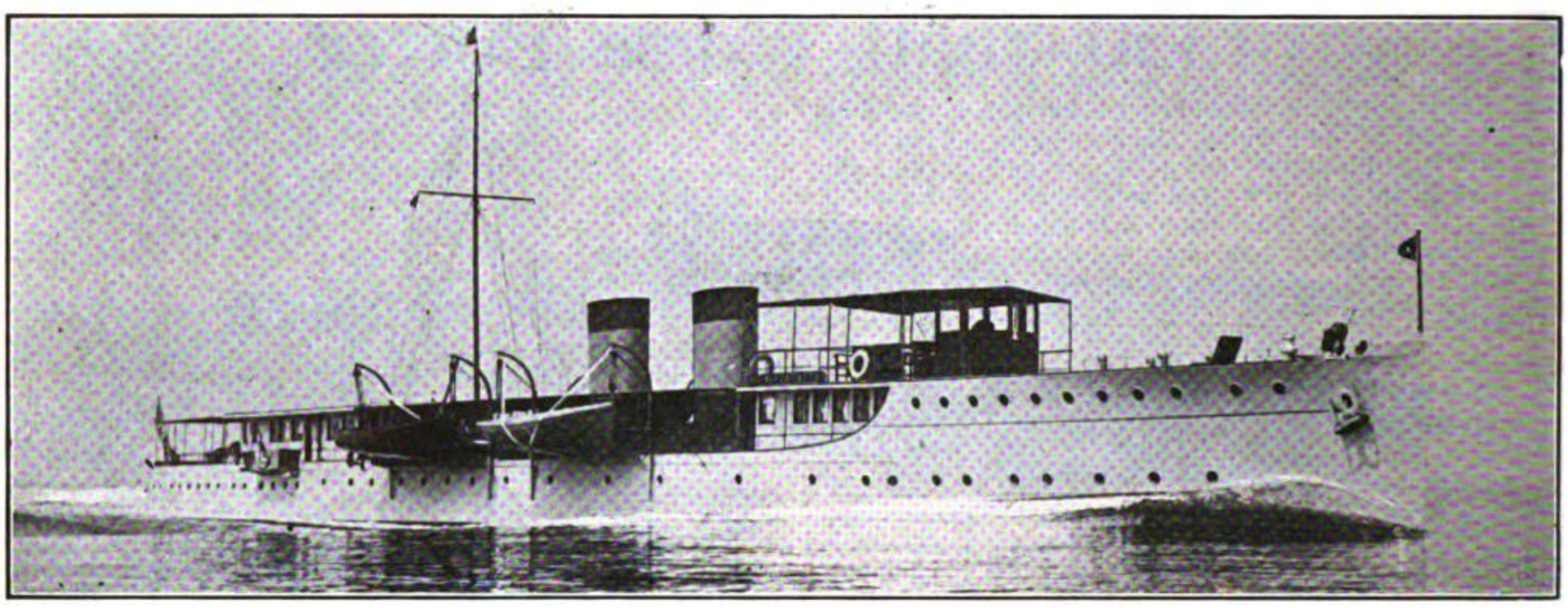
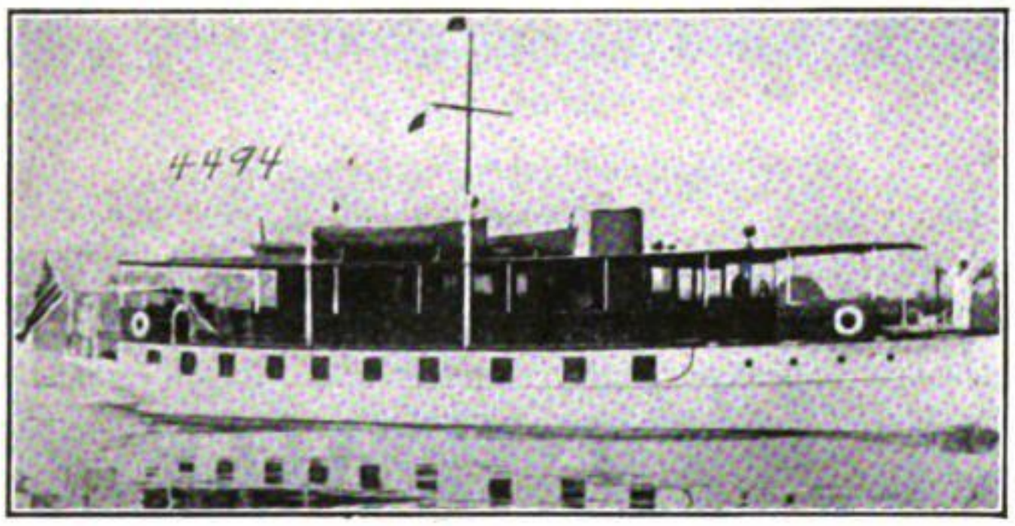
Telephone::
VANDERBILT 8011

NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS

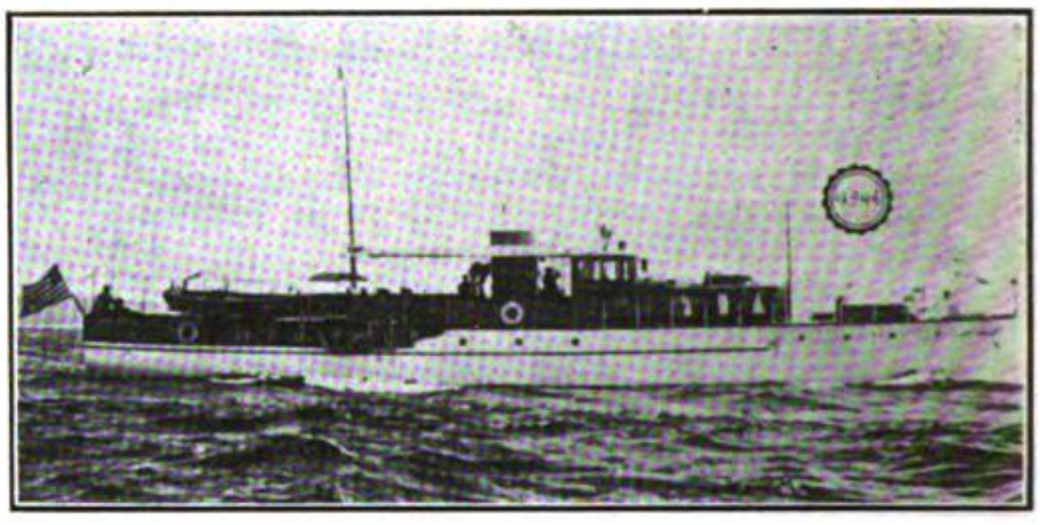
341 Madison Avenue, cor. 44th Street, New York



No. 2887—Largest high-speed Seagoing Yacht in existence. Our design. Embodies speed of destroyer with comfort and beauty of modern yacht. Speed up to 32 knots. Oil-fired; turbine driven. No vibration. At ordinary speed is economical as ordinary cruising yacht. Ample accommodation. Available at less than one-fourth cost of duplication. Cox & Stevens, 341 Madison Avenue, New York, N. Y.



No. 4494—FOR SALE—Comparatively new 85 ft. Mathis houseboat. Speed 12-14 miles; 2 six cylinder 150 H.P. Speedway motors. Two double and two single staterooms, two baths and toilet rooms; large deckhouse containing combined living and dining room. Exceptionally well fitted and furnished; all modern conveniences. Only available as owner has built larger houseboat, similar type. Cox & Stevens, 341 Madison Avenue, New York.



No. 4346—FOR SALE—Twin-screw 86 ft. Diesel motor yacht. Recent build. Speed up to 13½ miles; Mianus motors. Semi-enclosed bridge. Two double staterooms, dining saloon, bathroom and two toilets. Excellent seaboat. Economical to operate. Hot water heat. Independent electric lighting plant operated by Diesel motor. Owner going abroad. Price very reasonable. Inspectable Florida. Cox & Stevens, 341 Madison Avenue, New York.

No. 3830—FOR SALE—Modern 145 ft. steel twin-screw Diesel motor yacht. Speed up to 15 miles; two 300 H.P. Winton motors. Cruising radius approximately 3,000 miles. Accommodations include two deckhouses, forward one containing dining room, pantry and galley, also wireless room; the after one contains owner's deck stateroom, toilet and living room. Below aft is owner's stateroom full width of boat with private bath and dressing room, also three large guests' rooms with communicating bath. Quarters well arranged and beautifully furnished. Yacht in commission, fully equipped and will be sold ready for immediate use. A fine able vessel suitable for coastwise and offshore voyages. Price and further particulars from Cox & Stevens, 341 Madison Ave., New York.

PLANS, PHOTOGRAPHS AND PRICES ON REQUEST

Advertising Index will be found on page 192

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NAVAL ARCHITECTS
ENGINEERS
YACHT BROKERS
MARINE INSURANCE

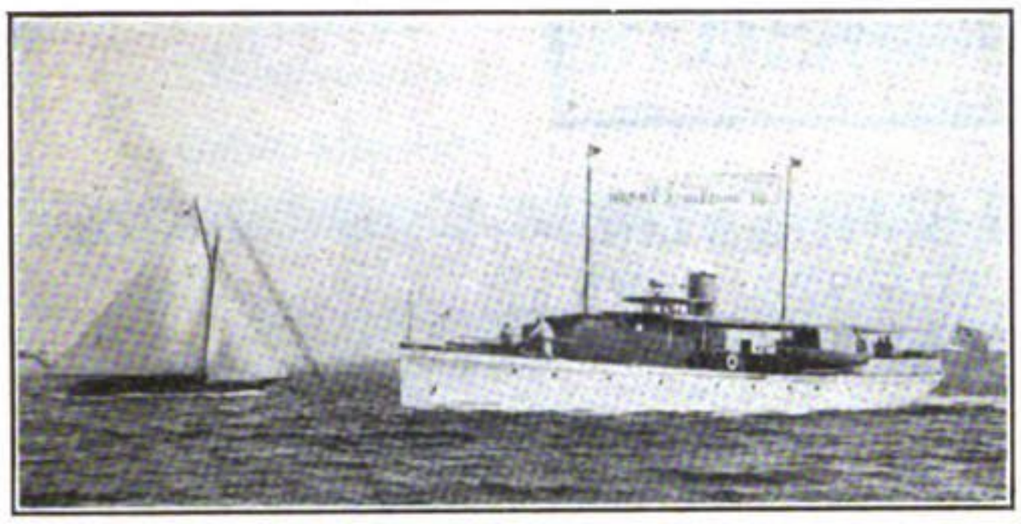
HENRY J. GIELOW, Inc.

25 West 43rd STREET, NEW YORK

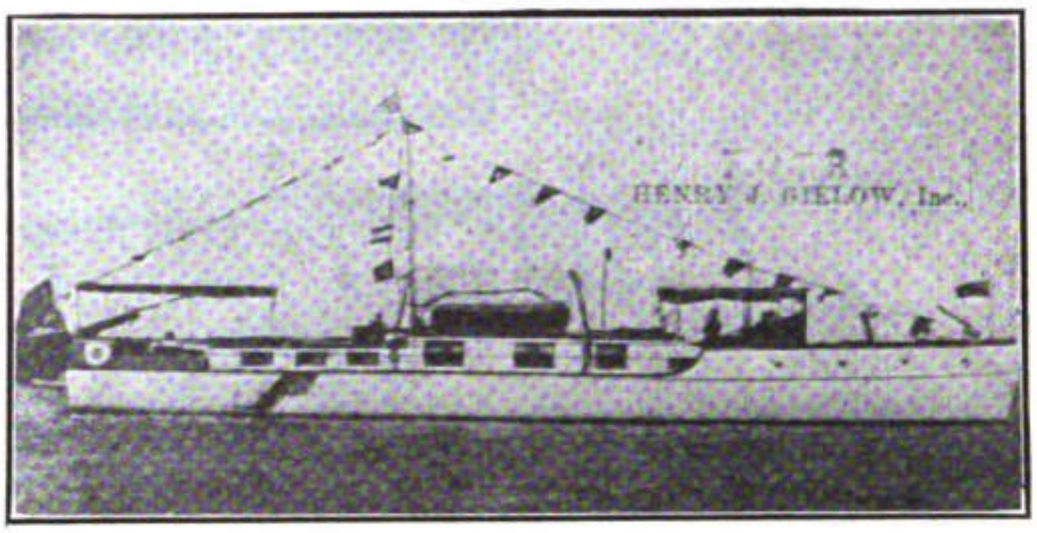
Tel.: Murray Hill 9134
Cable Address:
Crogie, New York
A.B.C. Code

Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

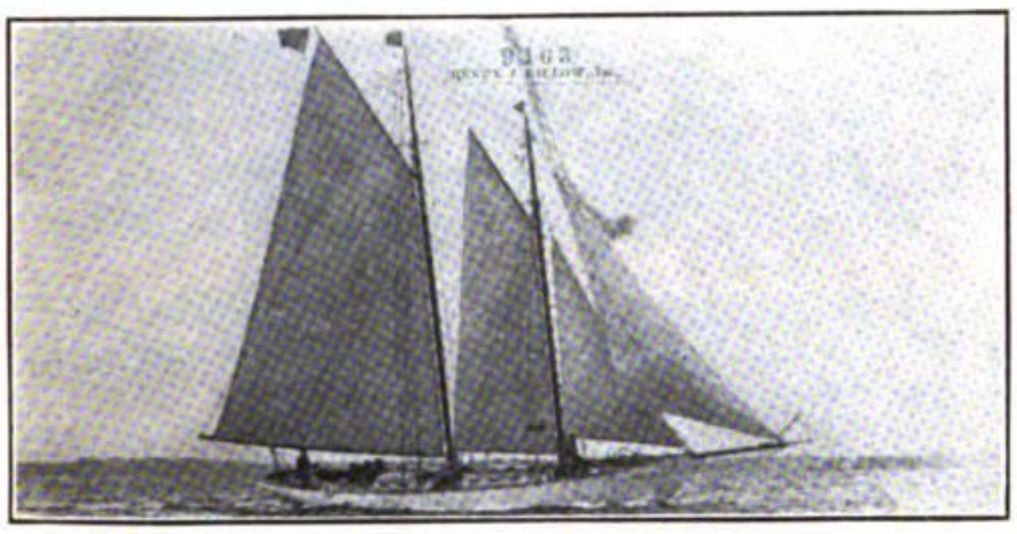
We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.



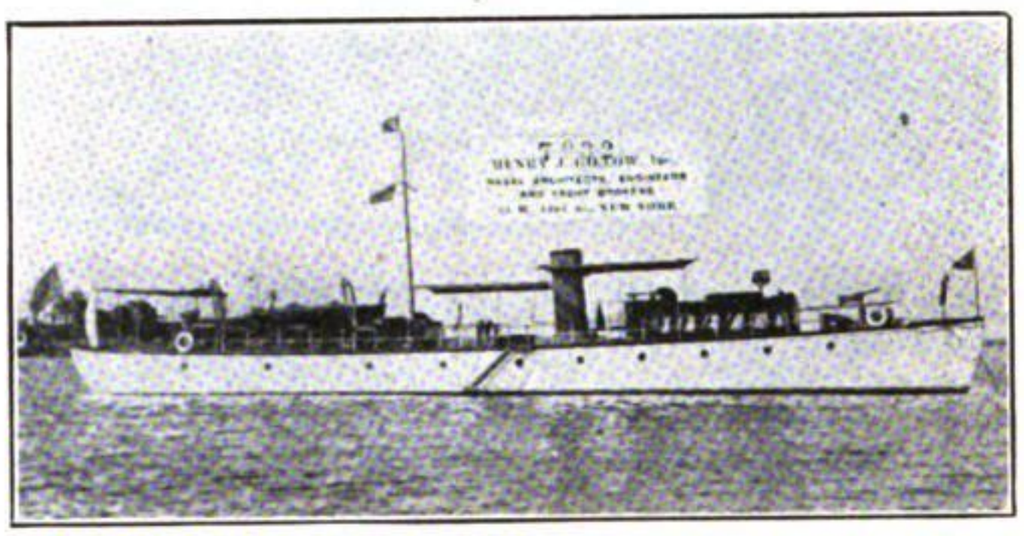
No. 7806—For sale and Charter—Handsome twin-screw, 90′, sea-going power yacht. Two 6-cylinder Winton motors; Winton 5 K.W. electric generator. Large deck house, containing dining saloon and galley. Two double and two single staterooms. Bath-room and two toilet rooms. All in finest condition. Henry J. Gielow, Inc., 25 West 43rd St.. New York City.



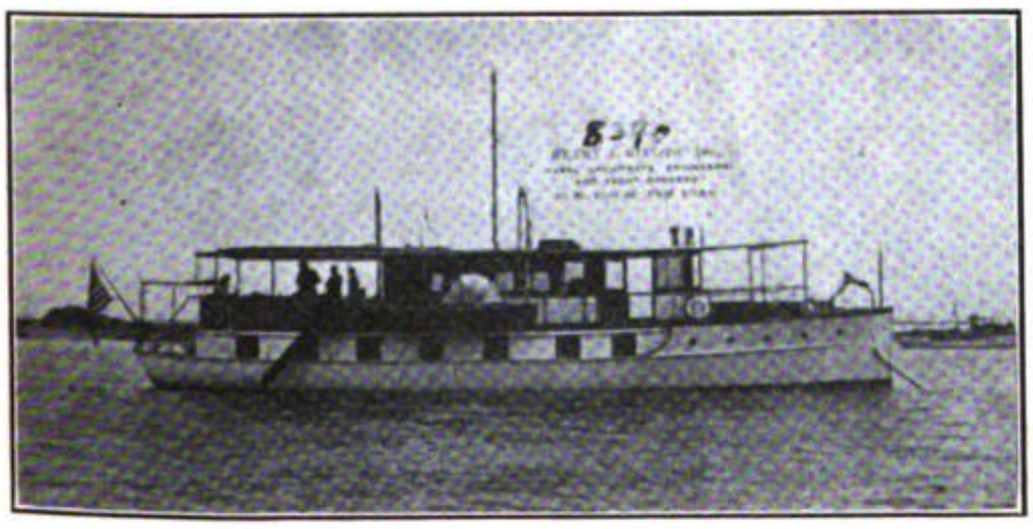
No. 7073—For Sale—Lawley-built 74-foot twin screw express cruiser. Speedway motors give speed 15 to 16 knots. All fine condition. Three staterooms, saloon, bath, excellent ventilation. New bridge enclosure, cockpit shield and awnings 1926. Good equipment. Near New York. Opportunity. Henry J. Gielow, Inc., 25 W. 43d St.



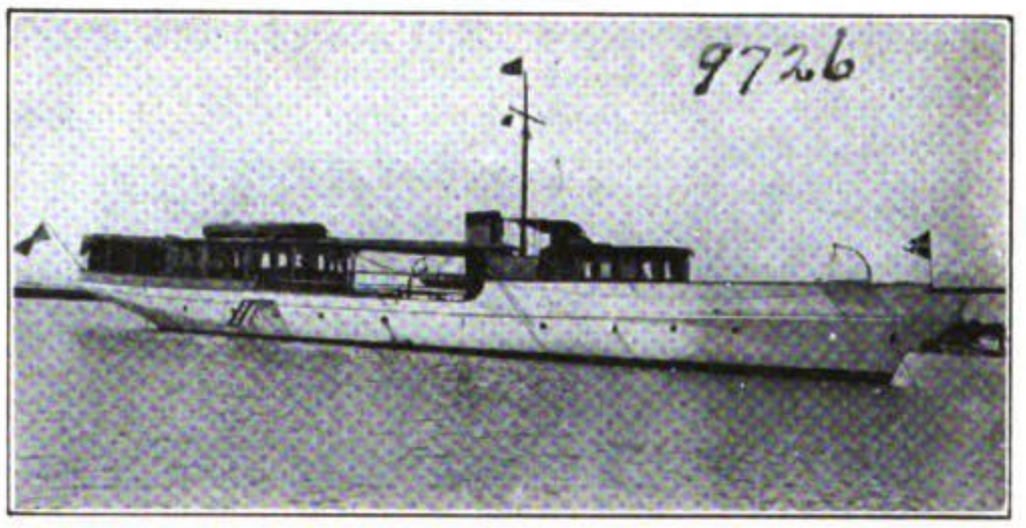
No. 9163—Opportunity get Bermuda Racer, right price. 55″ O.A. New 1922, complete sails, deck and cabin equipment, two boats. Sterling motor, speed 8 miles. All fine condition proven by recent survey by us. Large double stateroom, cabin, bath, large galley. Run with short crew. Fast, able. Henry J. Gielow, Inc., 25 W. 43d Set.



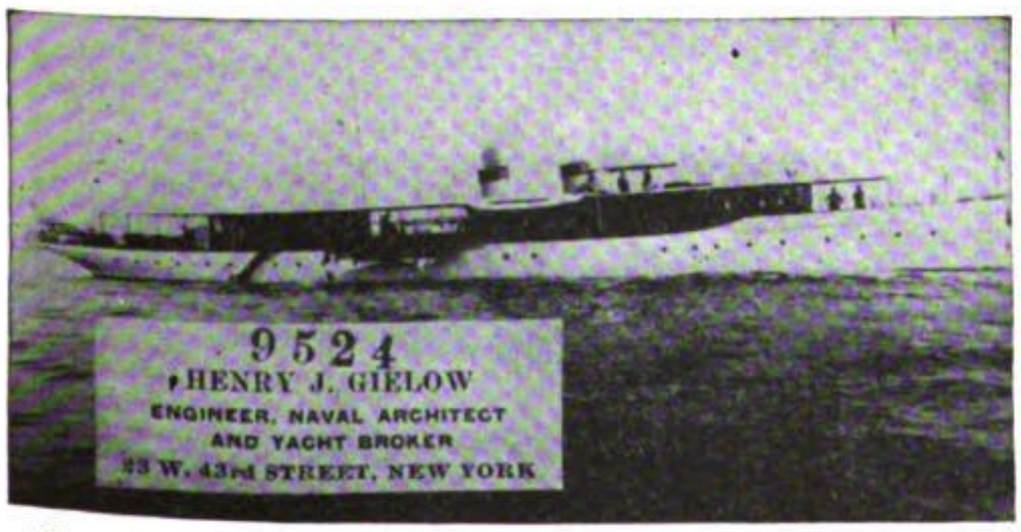
No. 7032—For Sale—Splendid twin screw steel motor yacht in finest condition. Standard motors recently overhauled. Complete equipment largely new 1925. 95x14x5′6, our design, always well kept. Speed 11-13 miles, able, steady, easily handled. Two double staterooms, bath, large deck saloon. Opportunity at right price. Henry J. Gielow, Inc., 25 W. 43d St.



No. 8390—For Sale—Popular 65-foot Mathis houseboat due New York April from Florida and owner anxious sell. Built 1924, three staterooms, bath, two toilets, deck saloon with piano, radio and Victrola, all most complete. Standard motors give speed 11-12 miles. We also have sister boat exact duplicate now located Boston, owner bought cruiser, is anxious sell. Investigate these offerings. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9726—For Sale by Estate—103′ Diesel yacht, 15′6″ beam, 5′ draft. Excellent condition, arrived New York from South. Canadian registry readily changed. Six cyl. Diesel new 1924, speed 11-12 knots, 5000 mile radius; cost fuel four cents mile. Four staterooms, bath, deck dining and social hall. Able sea boat, completely equipped. Opportunity. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9524—For Sale—Handsomest and finest appointed twin-screw oil burning fast steam yacht available. Beam, 18 ft.; speed, 16-18 knots. Built by Lawley & Son, engines and boilers same make. Two double, four single rooms, 4 baths. Two deck houses provide dining, music and smoking saloons. Henry J. Gielow, Inc., 25 W. 43d St.

No. 9482—For Sale—Desirable new houseboat, delivery New York April 15th, fully equipped. 50x14′6″x3½″, six-cyl. electric starting Lathrop motor, speed 9-10 miles. Double and three single rooms, bath, deck and lower saloons. Electric lights, fully screened. Roomiest boat of size. All finest condition. Price reasonable for quality. Henry J. Gielow, Inc., 25 W. 43d St.

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YACHT BROKERS

TAMS & KING

250 PARK AVENUE

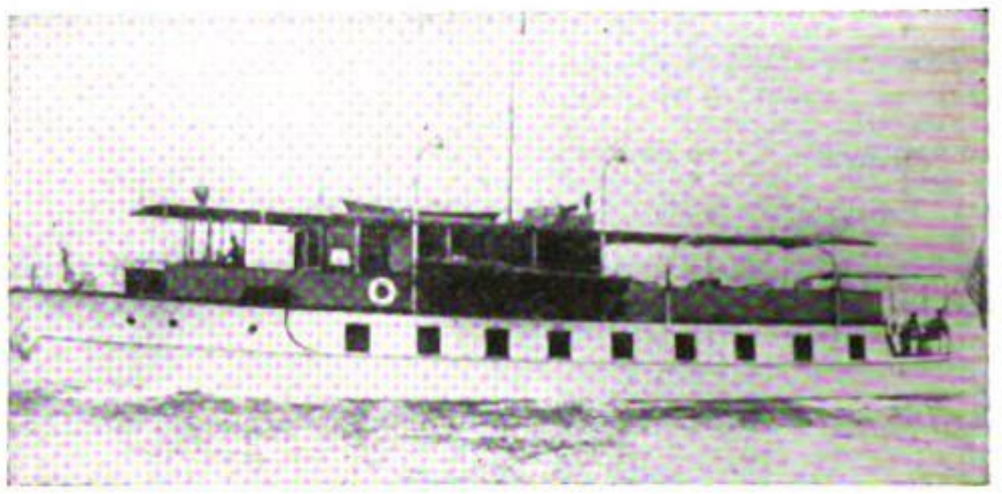
NEW YORK CITY

Telephone Murray Hill 6656

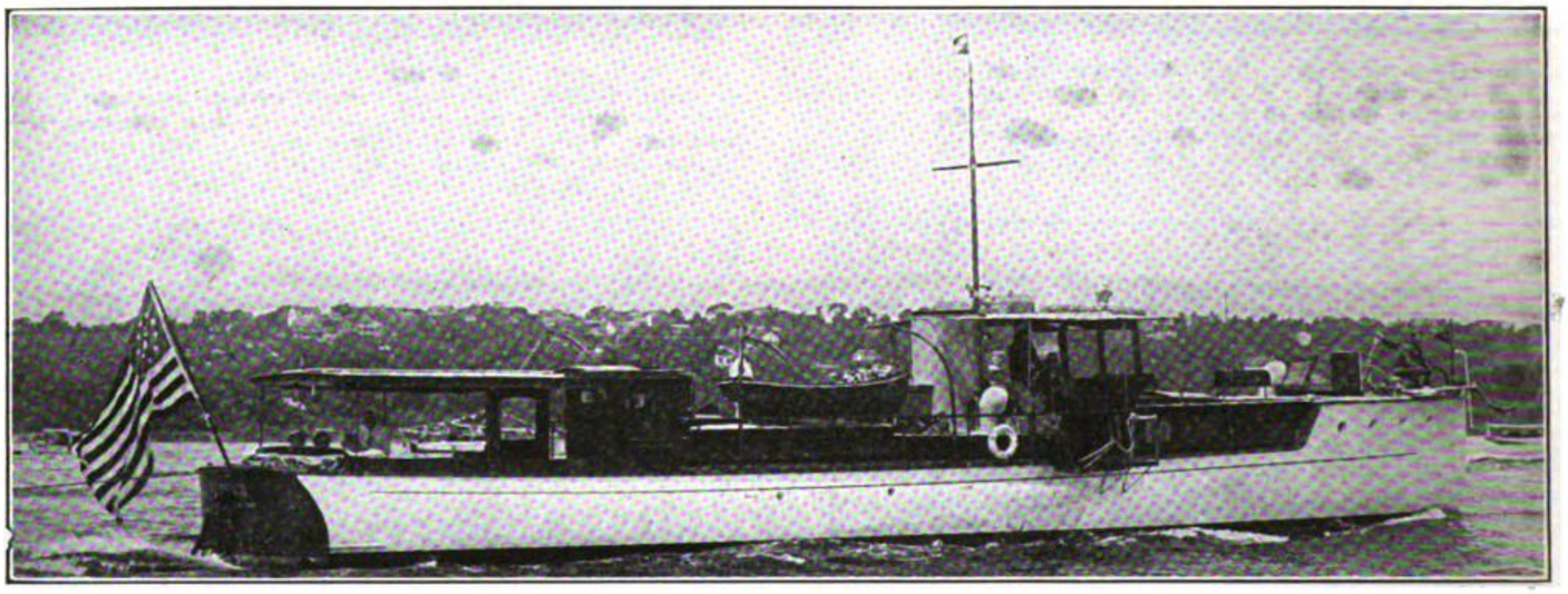
NAVAL ARCHITECTS

Offer ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW

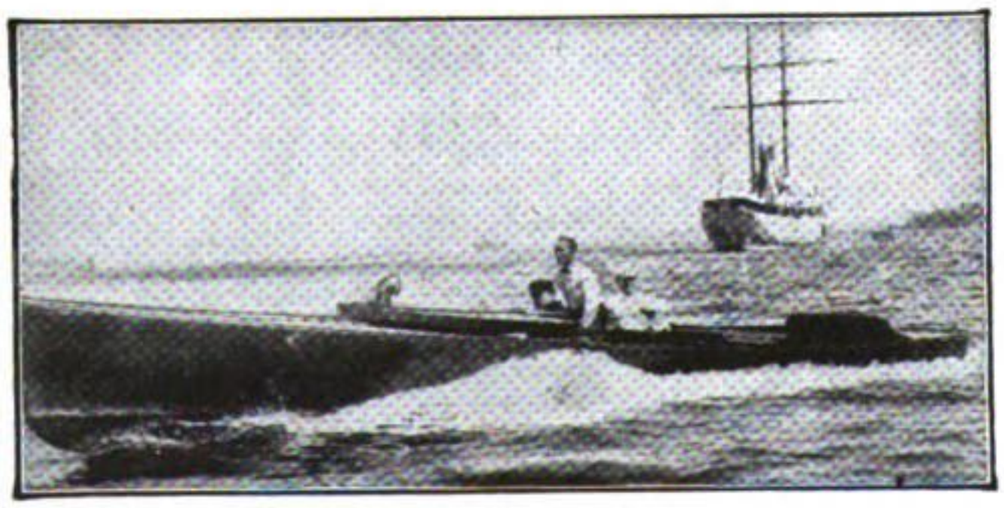
No. 1941—Sale, charter, houseboat, 100'x23'x4'. 6 staterooms, 4 bathrooms, dining and deck sitting rooms.



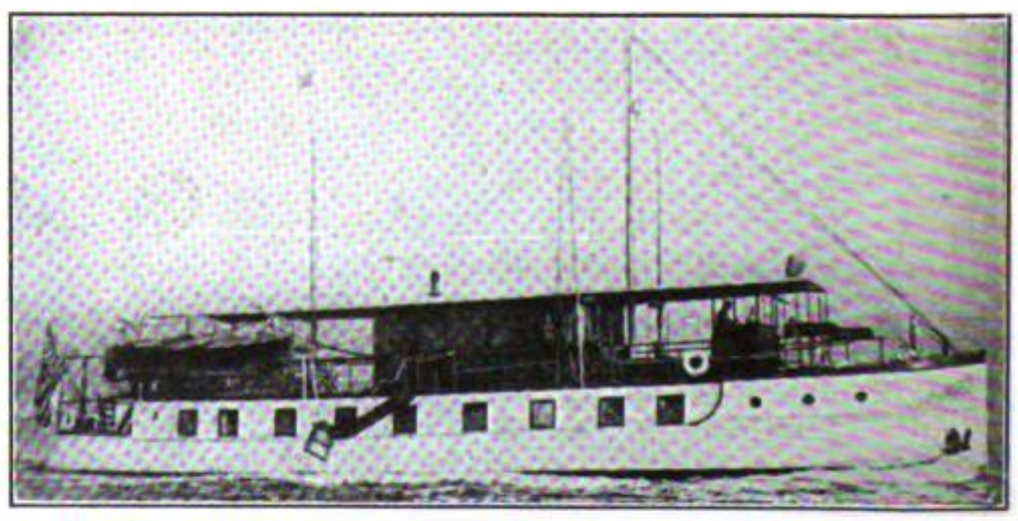
No. 1800—Sale, charter, attractive houseboat, 80'x 17'6"x3'3" draft. 4 staterooms, 2 bathrooms and deck dining saloon.



No. 8912—For Sale—76' fast cruiser, built 1916—2 new 180 H.P. Speedway motors installed November, 1925. Stateroom with 2 berths, lobby has berth, shower bath, 2 owner's W. C.'s, saloon 2 transom berths, exceptionally large cockpit.



No. 7096—For Sale—Price Reasonable. 35' Herreshoff runabout built 1908. 75 H.P.—6 cylinder Sterling, new 1923, with electric starter. Very roomy cockpit.



No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6" draft. 4 staterooms, 2 bathrooms, main saloon and deck saloon.

Advertising Index will be found on page 192

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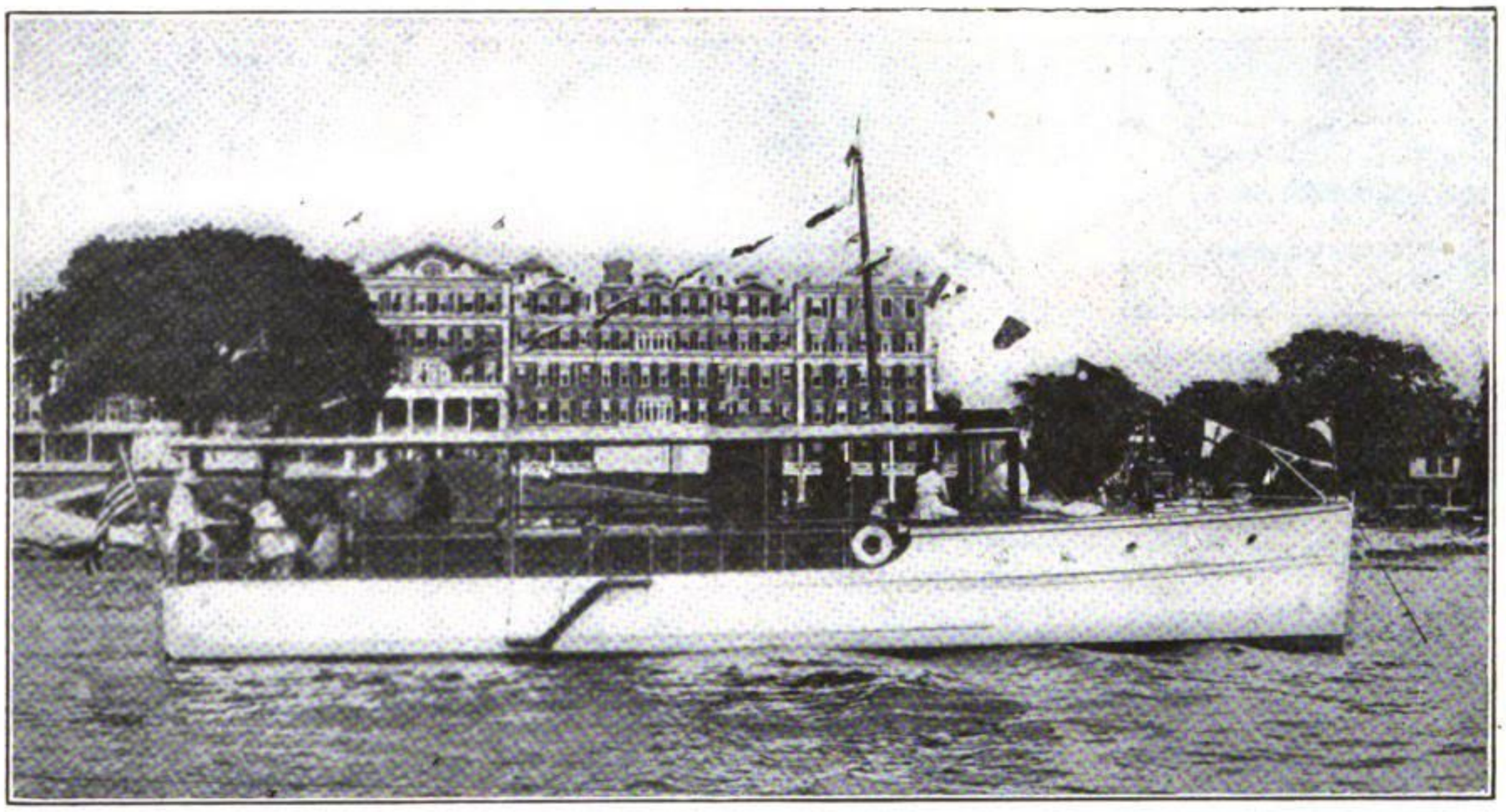
Yacht Brokerage
Marine Insurance
Cable: Mowercd

CHARLES D. MOWER
Naval Architect
FREDERIC P. HUMPHREYS
E. P. NEVIN

347 Madison Avenue at 45th St., New York
MURray Hill 2320



Exceptional Cruiser *for an* Entire Family

No. 456—For Sale. Raised deck power cruiser 54′ x 53′6″ x 11′6″ x 3′6″. Cruising speed 14 m.p.h.

One double, one single stateroom, salon sleeps four. 2 owner's toilets and shower. 2 bunks and toilet in crew's quarters.

She was designed by Swasey and built of the finest selected materials by Britt Brothers—a splendid combination—was completely reconditioned by her present owner last year; new carpets, curtains and upholstery throughout.

Power plant, consisting of 8-cylinder Van Blerck, entirely rebuilt last year; new cylinder blocks, pistons and rings. Separate Delco electric lighting plant. 12-ft. mahogany and cedar dingey. Boat completely equipped with linen, silver, china, blankets, etc., all ready to sail. In full commission in New York waters. As owner has obtained larger boat through us, price is very reasonable.

SUMMER CHARTERS

We have a very complete list of all yachts available for summer charter, sloops, yawls, schooners, power boats, houseboats and Diesel. Can be chartered for periods ranging for a week to a season. We will be pleased to furnish photos, prices and descriptions, if you will let us know your requirements in the way of type, size, accommodations and the amount you wish to spend.

For a short cruise we especially recommend

START OF THE BERMUDA RACE, JUNE 20, 1926—at New London, followed by a few days in Long Island Sound—then
YALE-HARVARD CREW RACES, JUNE 25, 1926—at New London.
Many desirable boats can be chartered for this period.

No matter what your yachting need, we suggest that you fill out the coupon below. It will help us to quickly furnish you with just the information you desire.

USE THE COUPON

Name ..... Address .....

Size Vessel ..... Type ..... Purchase ..... Charter

Power ..... Rig (if sail) ..... Maximum Price .....

Accommodations .....

.....

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H. H. JENNINGS COMPANY

YACHT and SHIP BROKERS

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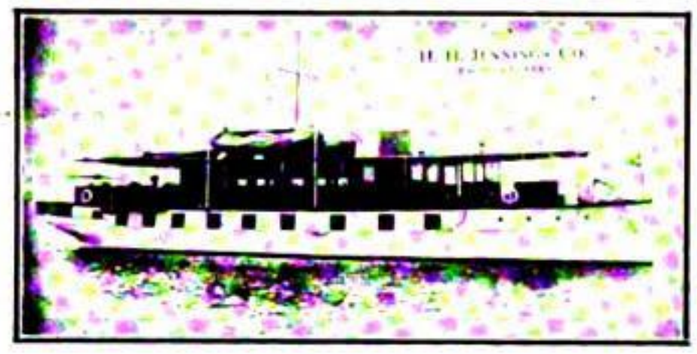
Yachtbroco, Newyork

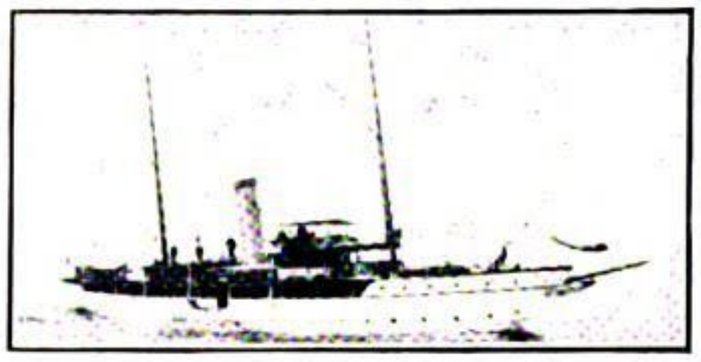
29 BROADWAY
New York City

Tel.: Whitehall
0484-0485

Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients

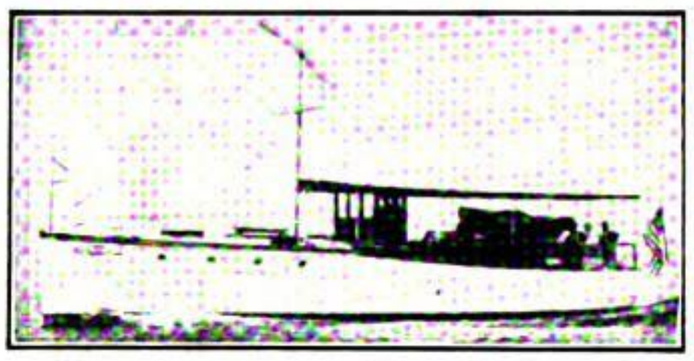


No. 4565 — 85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed, 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius, 4,000 miles. Wireless. Submarine signals, etc.

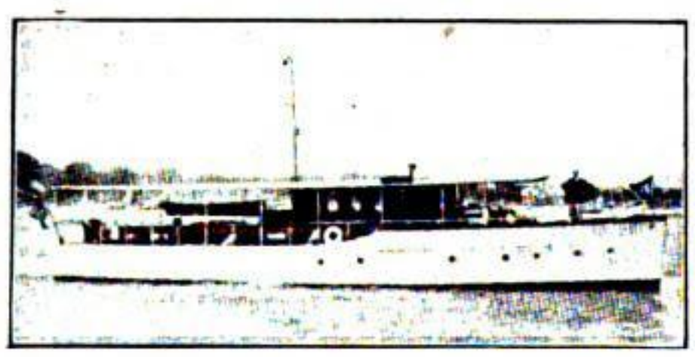
No. 971—37-foot Raised deck cruiser. Two berths in cabin and two in engine room. Toilet and galley. 20-24 H.P. Palmer Motor, 4 cylinders, installed 1920. Speed 9 miles. Electric lights, etc. Glass windshield. Owned by an Estate. Anxious to sell. $1,600.00 will buy. Inspectable Brooklyn, N. Y.



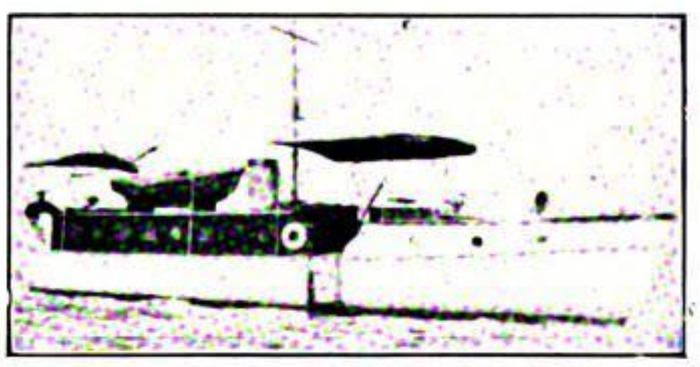
No. 2573—45-foot Elco Cruiser. New 1924. Double stateroom. Two upper and two lower berths in main cabin. Two toilet rooms. Berth for man. 42 H.P. Elco motor. Speed, 11-12 miles. Electric lights, etc. Splendid proposition.

No. 1438—Twin Screw Semi-Houseboat Cruiser 77'6" x 16'6" x 3'. Exceptionally roomy. Three double and two single staterooms. Three berths in dining saloon. Deckhouse contains living room and stateroom. Three toilets and bath. Good crew's quarters and galley. Two 50 H.P. 20th Century Motors. Electric plant, hot water heat. Speed 10-11 miles. Splendid proposition.

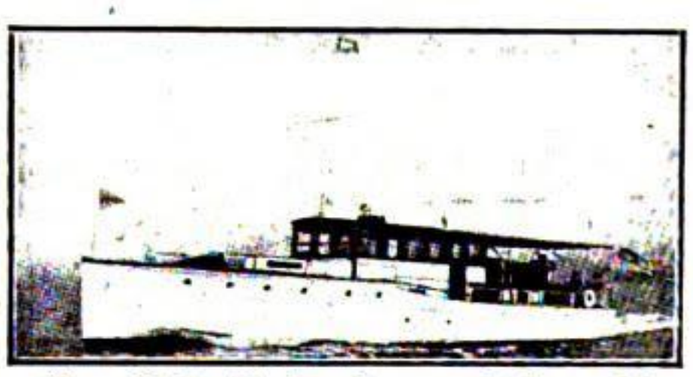
No. 2684—75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



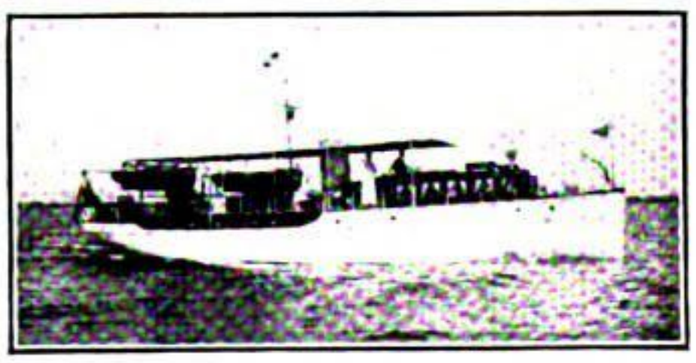
No. 2494—Twin Screw 65-foot Cruiser. Built in 1924. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.



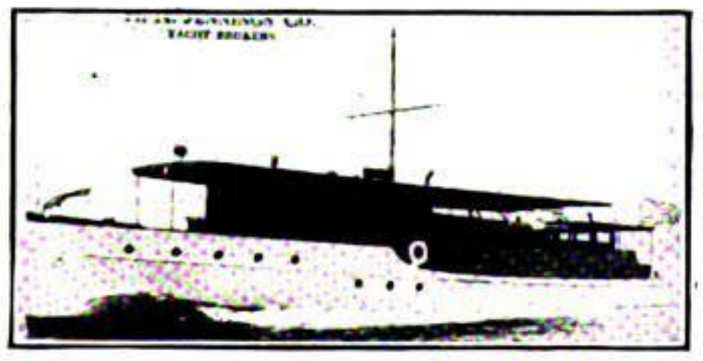
No. 956—43-foot Bridge Deck Cruiser. Built by New York Yacht, Launch and Engine Company. Four berths in main cabin. Solid paneled mahogany inside and outside. Toilet room, 24-30 H.P. 20th Century motor. Speed, 10-12 miles. Splendid proposition.



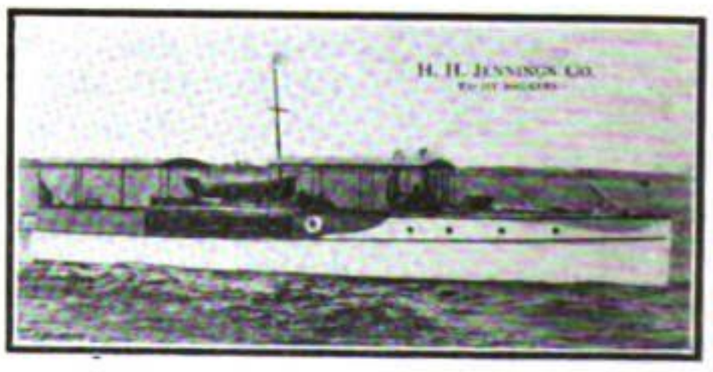
No. 2653—Twin Screw 56-foot Elco Cruiser. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition.



No. 1756—65-foot Cruiser. Two staterooms. Two extension berths in main saloon. Dining saloon in deckhouse. Bathroom. Good quarters for crew. 50-60 H.P. motor. Installed new 1925. Speed, 10-11 miles. Electric plant, etc. Price attractive.



No. 2697—Twin Screw 65-foot Cruiser Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed, 12 miles. Electric lights, hot water heat, etc.



No. 2464—Twin Screw Express Cruiser. 55'x11'x2'3". Built by George Lawley & Son in 1922. High-class outfit. Forward cabin with two upper and two lower berths. After cabin has two upper and two lower berths. Two toilet rooms. Two berths and toilet for crew. Two 110-150 H.P. motors. Speed, 20 miles. Electric lights, etc.

Our list comprises all the available yachts for sale and charter. The above are a few of our offerings. Send ten cents for our illustrated catalog.

Advertising Index will be found on page 192

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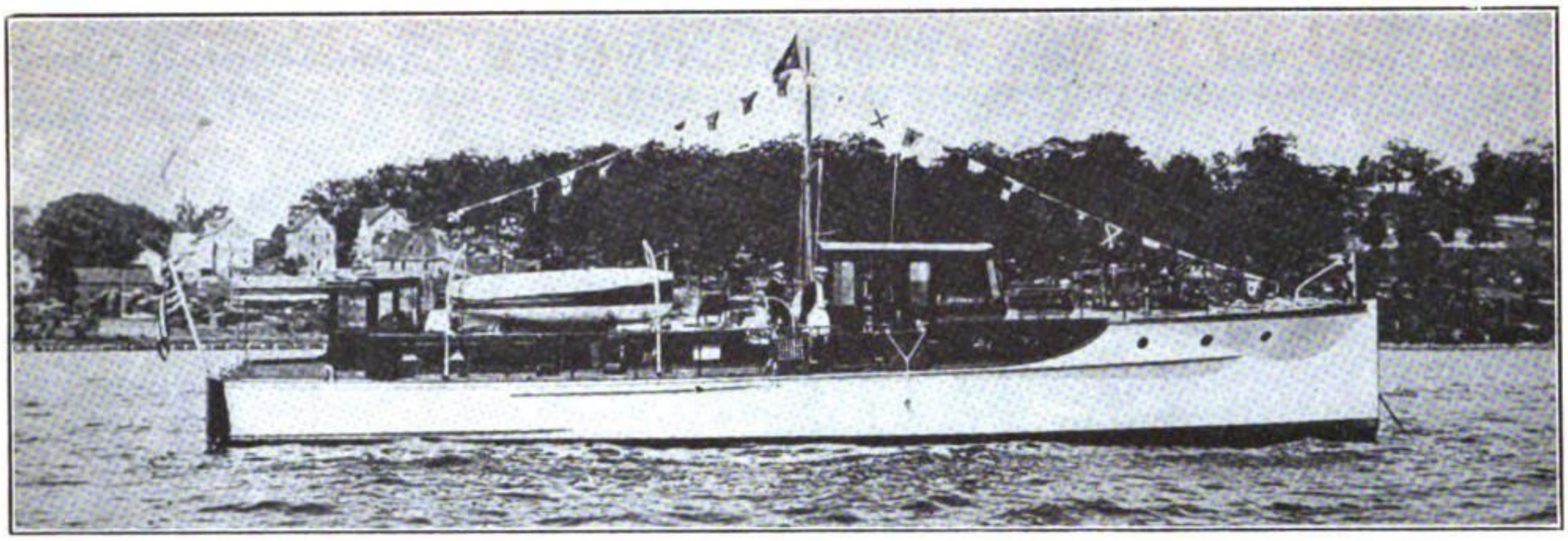
Telephones
Bowling Green { 0595 0596

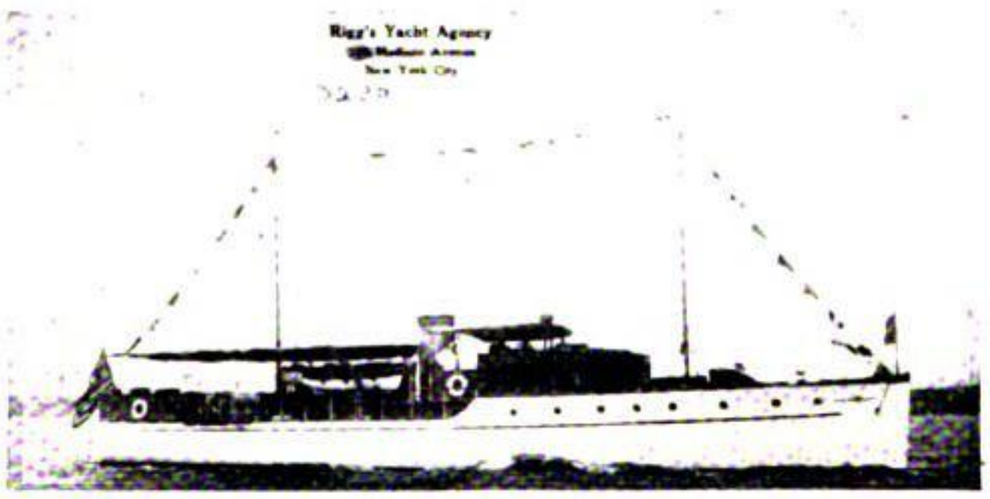
RIGG'S YACHT AGENCY

11 BROADWAY, NEW YORK

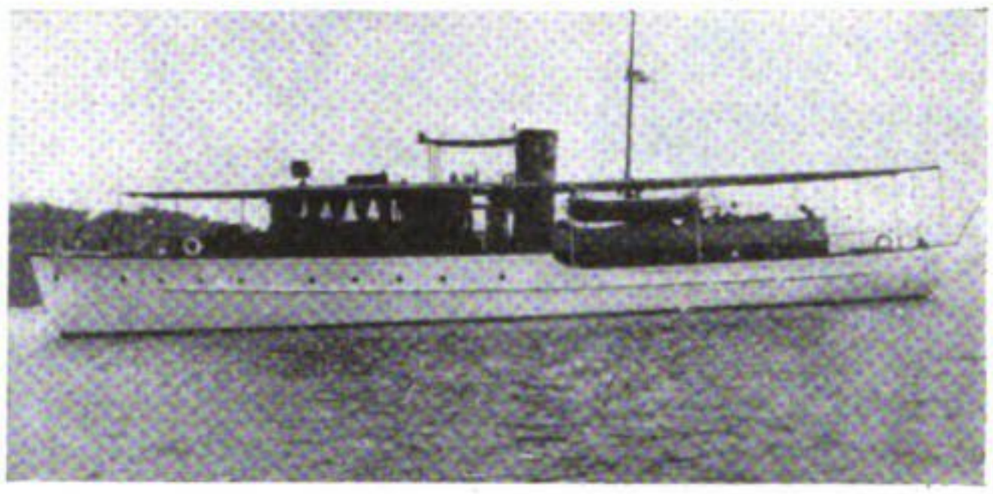
Cable Address
"Rigging"



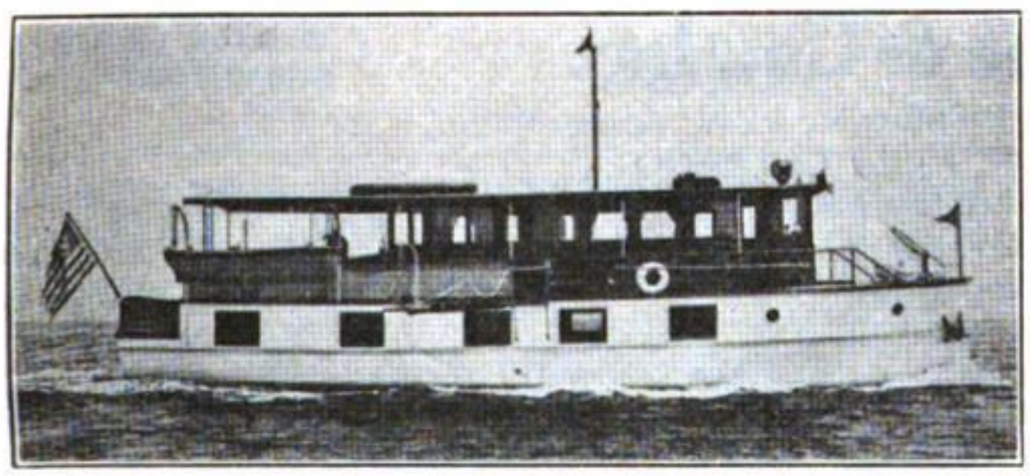
FOR SALE. No. 2064. Modern type express cruiser. 65′ overall. Has two double staterooms. Accommodates 8 in owner's party. All joiner work, etc., of the finest material. All modern conveniences. Fully equipped. Further particulars from RIGG'S YACHT AGENCY, 11 Broadway, New York City.



FOR SALE. No. 3230. Twin screw cruiser. Two single staterooms and one large double. Two 115 H.P. Speedway motors. Dimensions: 78′ x 76′ x 12′10″ x 4′9″. Full equipment. Further particulars from RIGG'S YACHT AGENCY, 11 Broadway, New York City.

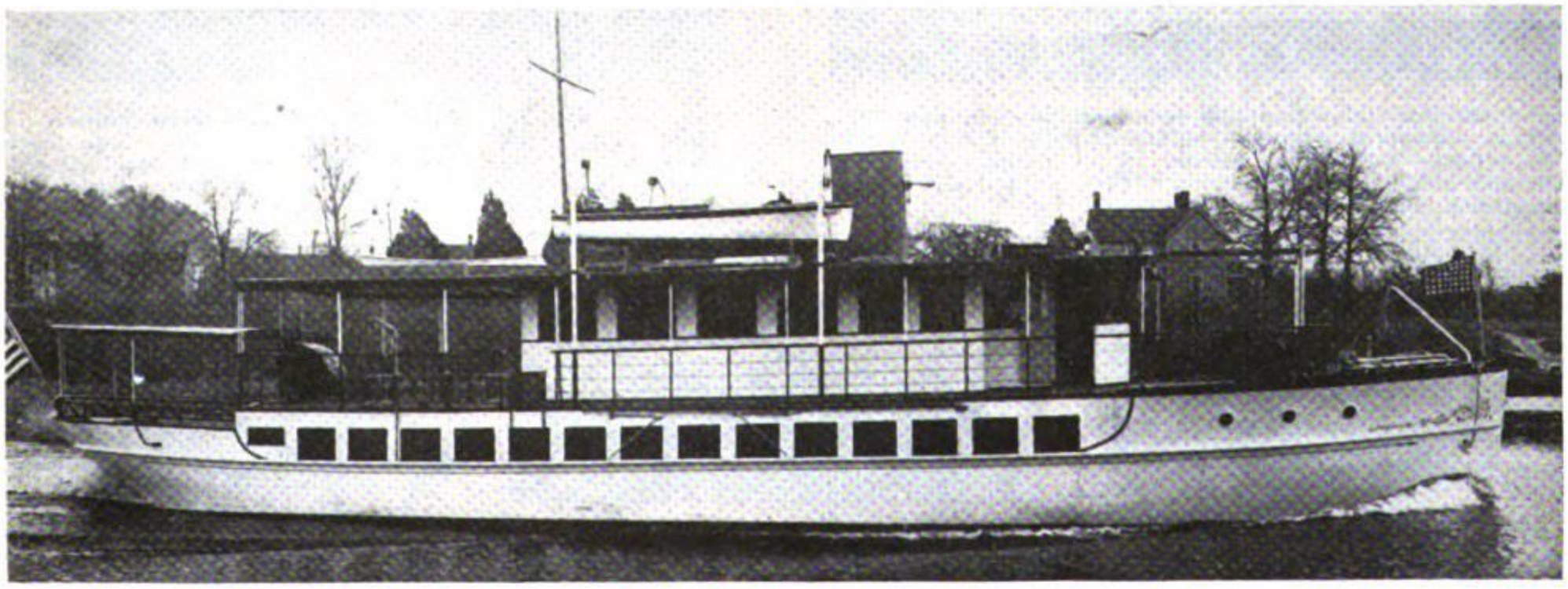


FOR SALE. No. 2077. Twin screw, Lawley built cruiser. 90′ overall. Two Fairbanks-Morse Diesel Motors. 100 H.P. each. 1200 miles cruising radius. Hot water heat throughout. Hot and cold running water. Comfortable accommodations for very large owner's party. Every possible modern convenience. For further particulars; RIGG'S YACHT AGENCY, 11 Broadway, New York City.



FOR SALE OR CHARTER. No. 4039. Splendid houseboat cruiser. Dimensions 57′6″ x 56′ x 15′8″ x 3′6″ draft. Two double and one single staterooms. Has bath and three toilets. Every modern convenience. Standard motor. Further particulars from RIGG'S YACHT AGENCY, 11 Broadway, New York City.

FOR SALE. No. 2081. Bridge deck express cruiser. Dimensions 49′11″ x 49′3″ x 11′ x 3′. Accommodations for 8. Built two years ago. 150 H.P. 6 cyl. Speedway motor. All controls at wheel. Every detail worked out for the owner's comfort. Further information from RIGG'S YACHT AGENCY 11 Broadway, New York City.



FOR SALE OR CHARTER. No. 4050. Twin screw houseboat cruiser. 80′ overall. 4 double and 1 single stateroom. Two 65 H.P. Lathrop motors. 3 bathrooms. Every modern convenience. For further particulars inquire, RIGG'S YACHT AGENCY, 11 Broadway, New York City.

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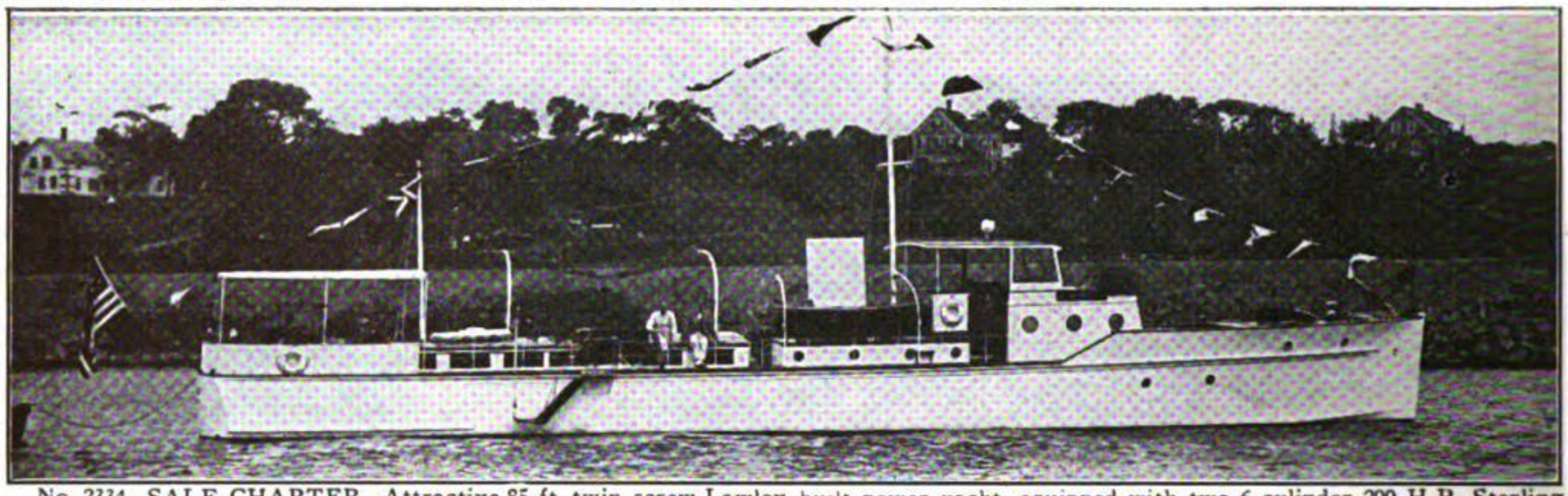
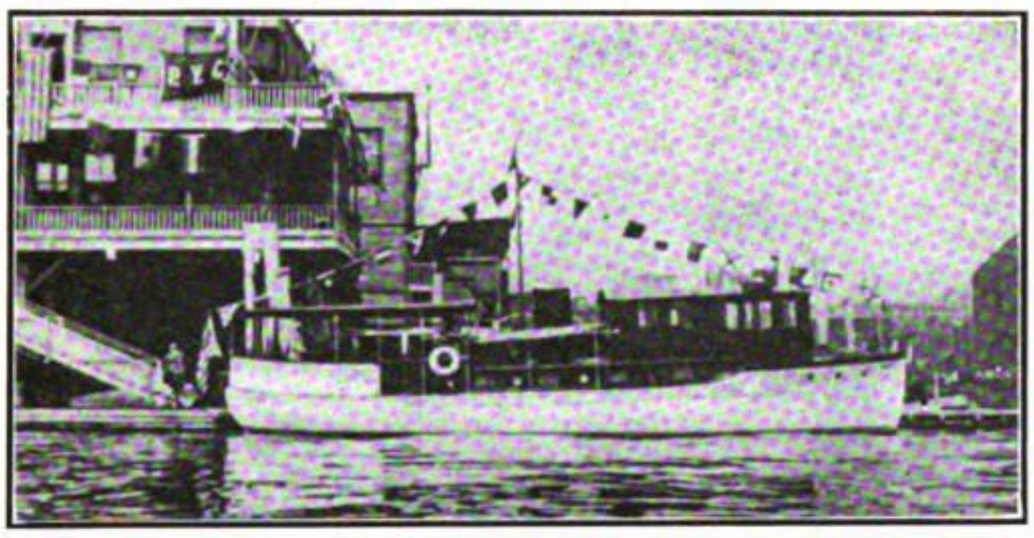
Naval Architects, Marine Engineers and Yacht Brokers

Phone 8638 Bowling Green — NO. 1 BROADWAY, NEW YORK — Cable Address: Yachting, N. Y.



No. 2334—SALE-CHARTER—Attractive 85-ft. twin-screw Lawley built power yacht, equipped with two 6-cylinder 200 H.P. Sterling motors; speed, 16 miles. Deck saloon, 2 double and 3 single staterooms, bath room and additional toilet room. Everything in A-1 condition, ready for immediate use.



No. 1748—FOR SALE—Comfortable 50-ft. cruiser, with pilot house and stateroom in deck house, three single and double berths in saloon, equipped with 6-cylinder Scripps motor, used two seasons.

No. 1965—Twin-screw 75-ft. power yacht, Lawley built, two 6-cylinder Speedway motors; speed, 16 miles; two owners' cabins and enclosed bridge deck. First-class shape.

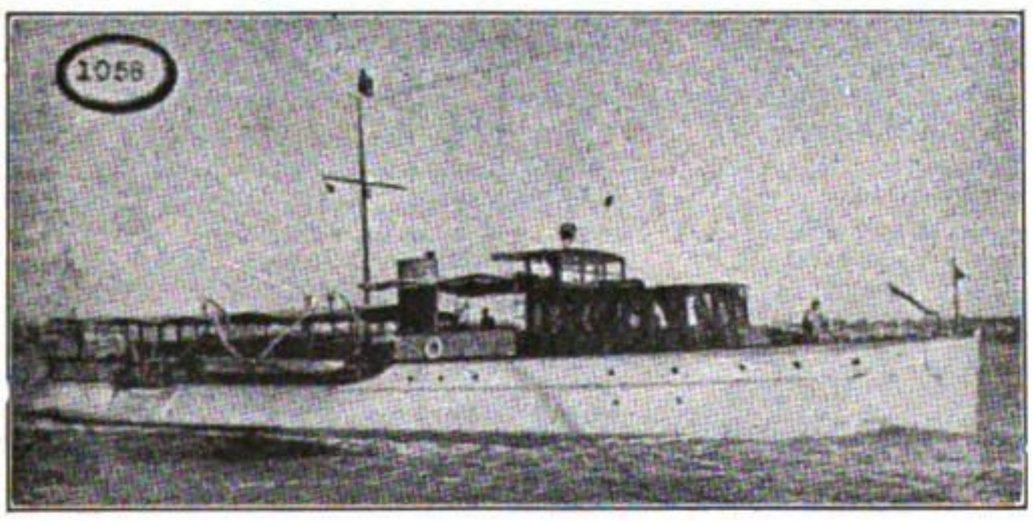
YACHT BROKERS
NAVAL ARCHITECTS

Henry C. Grebe & Co., Inc.

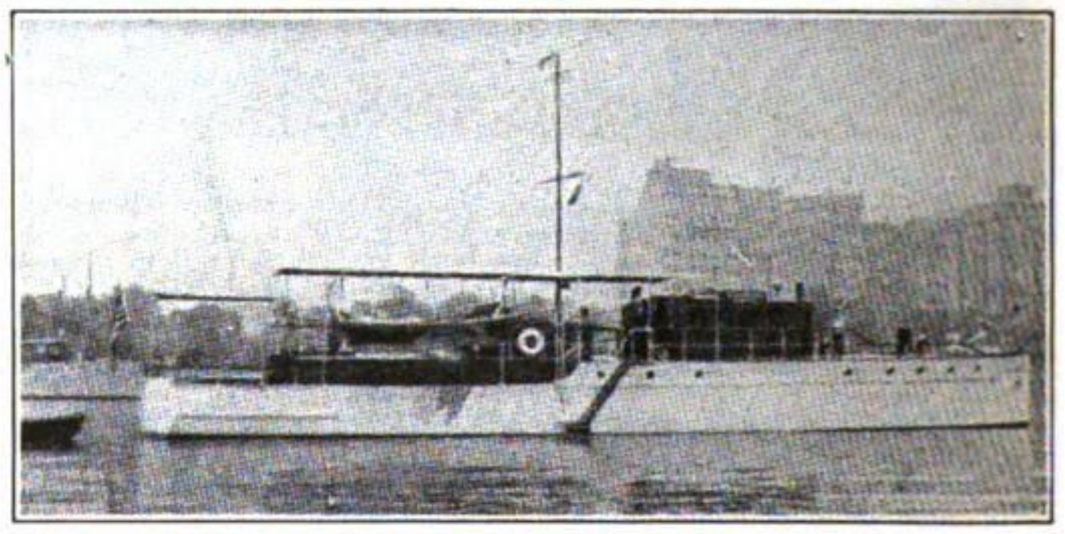
MARINE INSURANCE
SURVEYING

Wrigley Building
400 NORTH MICHIGAN AVE., CHICAGO
TELEPHONE SUPERIOR 0606

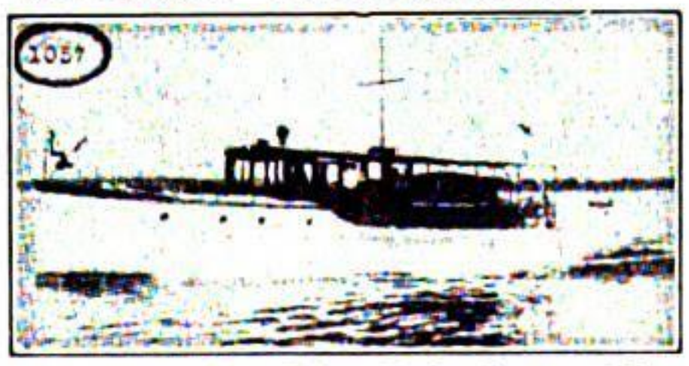
WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES, AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



No. 1058—For Sale—Desirable twin-screw cruiser, new 1921, 92'x15'x5'. Powered with two 80-110 H.P. 6-cylinder Winton motors. Large deck dining saloon. Very commodious. One double and single guest stateroom. Very attractively finished and equipped. Further particulars.



No. 985—For Sale—73'x13'6"x3'6" twin-screw cruiser. Recent build. Two single and one double staterooms. Two toilets with showers. Dining saloon and deckhouse. A beautiful boat, mahogany finish throughout and as good as new. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 1057—For Sale—Twin Screw. New 1921; 50 ft. x 12 ft. x 3 ft.; very complete and in excellent condition. Sleeps six comfortably in owner's quarters. Has comfortable deckhouse and roomy afterdeck. Reasonable price. Henry C. Grebe & Co., Inc., 400 North Michigan Avenue, Chicago Ill.

No. 566—For Sale—55'x13' twin-screw power yacht. One double stateroom, large main saloon, roomy and comfortable deck. Powered with two medium duty Sterling motors. Large crew's quarters. Yacht very complete and in excellent condition. Owner anxious to sell. Price reasonable.

No. 1124—For Sale—42'x10'x3'. Great Lakes Day Cruiser. Used very little. Best condition. 6 cylinder Sterling engine. Speed up to 23 miles. Sleeps four. Large cockpit. Engine room separated from rest of boat. Price very low. Henry C. Grebe & Co., Inc., 400 North Michigan Avenue, Chicago, Ill.

Advertising Index will be found on page 192

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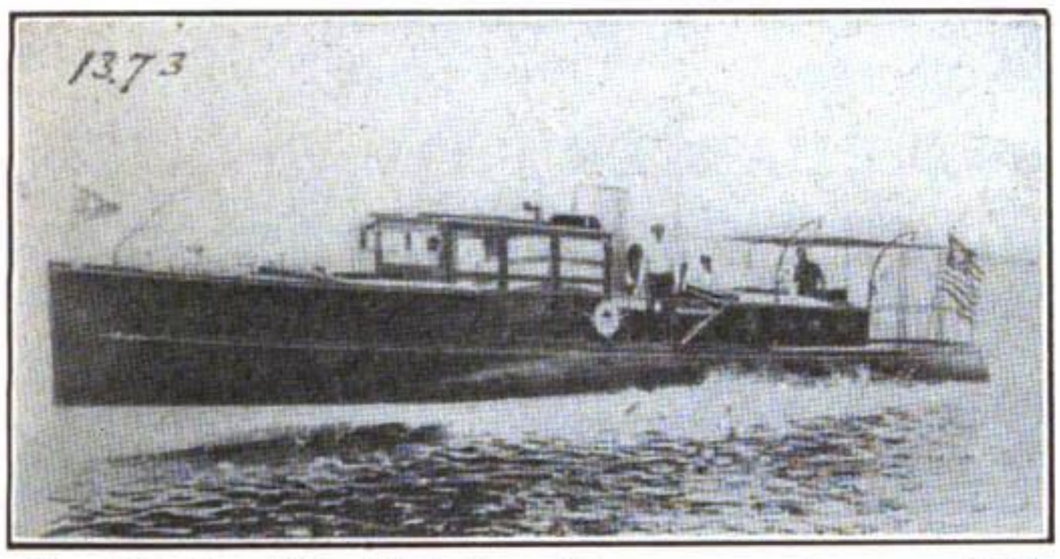
YACHT BROKER

NAVAL ARCHITECTURE

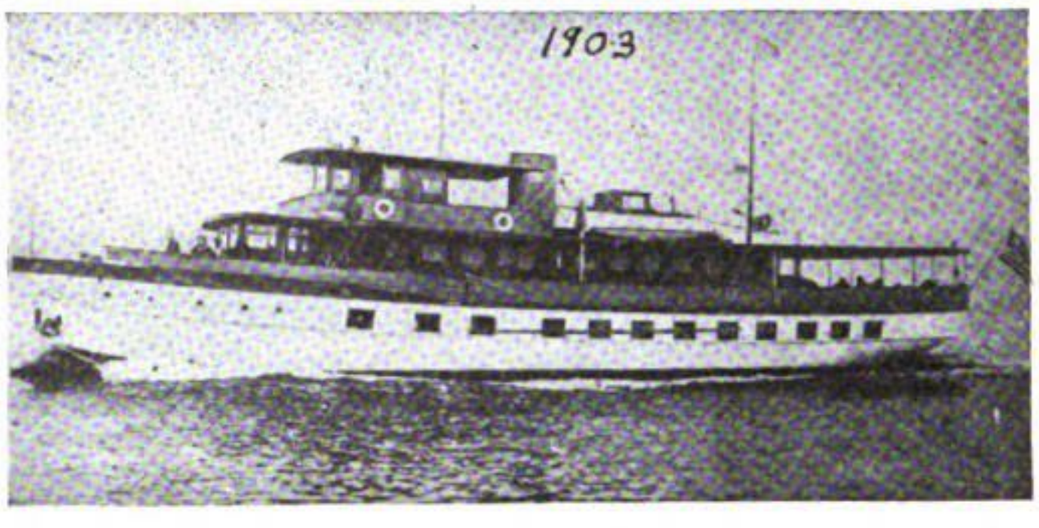
501 FIFTH AVENUE (42nd St.), NEW YORK

INSURANCE

OUR MOTTO: To offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.



No. 1373—For Sale—High-class 66′ express cruiser, speed 25 miles. Twin-screw. Beautiful mahogany hull. Sleeps 7 persons besides crew. Has tub. Unusually seaworthy and one of the finest yachts available.



No. 1903—For Sale or Charter—100′ twin-screw cruising houseboat, speed 13 miles. Built 1925. Has 5 staterooms, 3 bathrooms, deck dining saloon, music room, etc. A palatial floating home, exquisitely furnished.

No. 1982—For Sale—Very desirable and seaworthy 75′ cruiser, built in 1925. Has 4 staterooms, 2 baths, large deck house, dining saloon, etc. High-class in every particular. Speed 12 miles.

No. 1995—For Sale—High-class 55′ twin-screw cruiser, speed 18-20 miles. Recent construction. 2 double staterooms. Excellent galley. Fine deck space and very comfortable accommodations.

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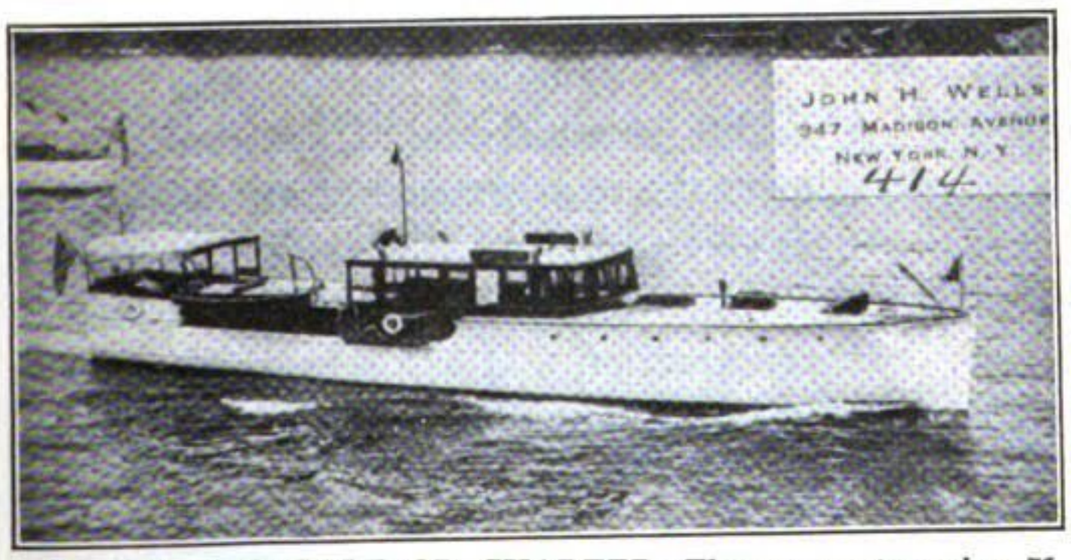
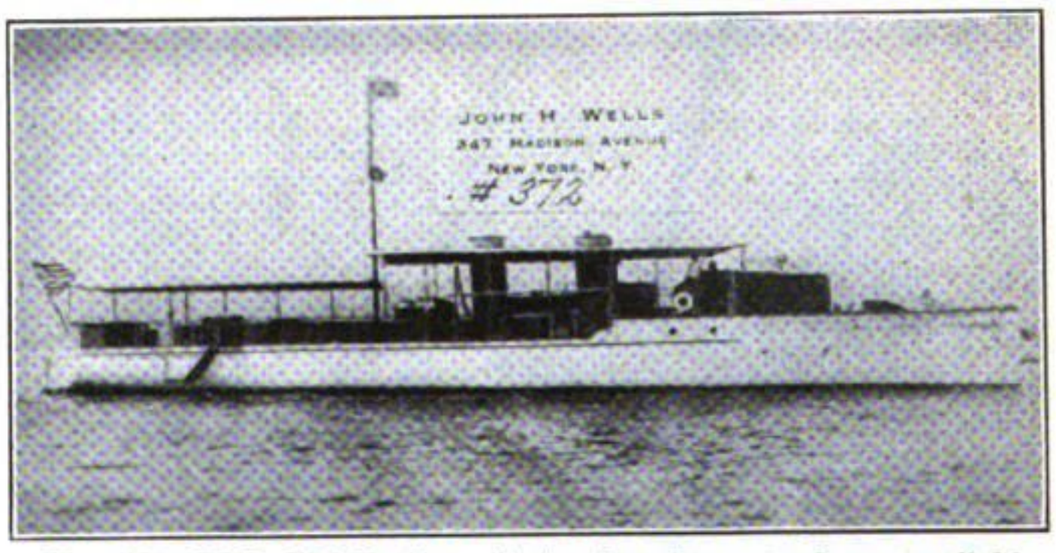


No. 414—FOR SALE OR CHARTER—The most attractive 75 ft. express cruiser available. 75 ft. overall, 14 ft. beam, 3 ft. 9 in. draft. Speed 18 M. P. H. Built 1920 by Lawley. Double planked, copper fastened, two double staterooms, large deckhouse. Dining salon and galley below forward. Two six cyl., 180 H. P. Speedways installed last year, together with all new mechanical equipment, upholstery and furnishings absolutely new. An excellent boat for the discriminating yachtsmen. Inspection New York. Apply John H. Wells, Inc., 347 Madison Avenue, N. Y.



No. 372—FOR SALE—One of the few large cruisers available. 96 ft. overall, 18 ft. beam, 5 ft. draft. Powered with two 6 cyl., 90 H. P. Standards. Completely overhauled. Speed 14 M. P. H. Double planked hull copper fastened. Extra large deck space. Two double staterooms and one single, two baths, two toilets, large sitting room below. Dining salon in deckhouse. To be sold completely equipped and in excellent condition. Inspection New York. Apply John H. Wells, Inc., 347 Madison Ave., N. Y.

No. 425—A 110-FT. STEEL DIESEL CRUISER. In excellent condition. Three large double staterooms, and one single room. Dining salon and lounging room. For sal eor charter.

No. 353—FOR SALE—84-FT. TWIN-SCREW SEMI-EXPRESS CRUISER. Built 1920. Speedway powered. Three double staterooms, dining salon in deckhouse. Wonderful deck space. Boat and equipment in excellent condition.

No. 414—FOR SALE—LAWLEY BUILT 75-FT. EXPRESS CRUISER. Speed, 18 M.P.H. New engines and mechanical equipment 1925. Entirely overhauled and re-conditioned. Two double staterooms. Deckhouse. Perfect condition.

No. 465—64-FT. TWIN-SCREW CRUISER. Built 1924. Two double staterooms, deckhouse, ample deck space. Condition equal to new.

No. 1039—FOR SALE OR CHARTER—96-FT. TWIN-SCREW HOUSEBOAT. Three double and two single staterooms. Four baths—four toilets. Dining salon in galley. Completely furnished and equipped.

No. 1050—FOR SALE—84-FT. CRUISING HOUSEBOAT. New 1924. Four double and one single staterooms. Three baths. Dining salon in deckhouse. Everything in beautiful condition.

No. 1053—FOR SALE OR CHARTER—80-FT. HOUSEBOAT. Launched fall 1925. Four double staterooms, one single stateroom. Three baths. Large deckhouse. Furnished in excellent taste.

No. 1040—FOR SALE—65-FT. MATHIS HOUSEBOAT. Built 1923. Two double and one single stateroom. Large deckhouse containing dining salon. Completely equipped.

No. 1044—FOR SALE OR CHARTER—55-FT. CRUISING HOUSEBOAT. Built 1925. Three single staterooms. One bath. Dining salon below deck, large deckhouse. In wonderful condition.

We have a complete file of the available yachts of all sizes and types—Houseboats, Power Cruisers, Steam Yachts and Sailing Craft. If a suitable used boat cannot be found, we would appreciate the opportunity of submitting designs for a new one.

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PHONE: PENNYPACKER 4830

BROKERS AND ENGINEERS

BOATS FOR SALE AND CHARTER

POWER CRUISERS

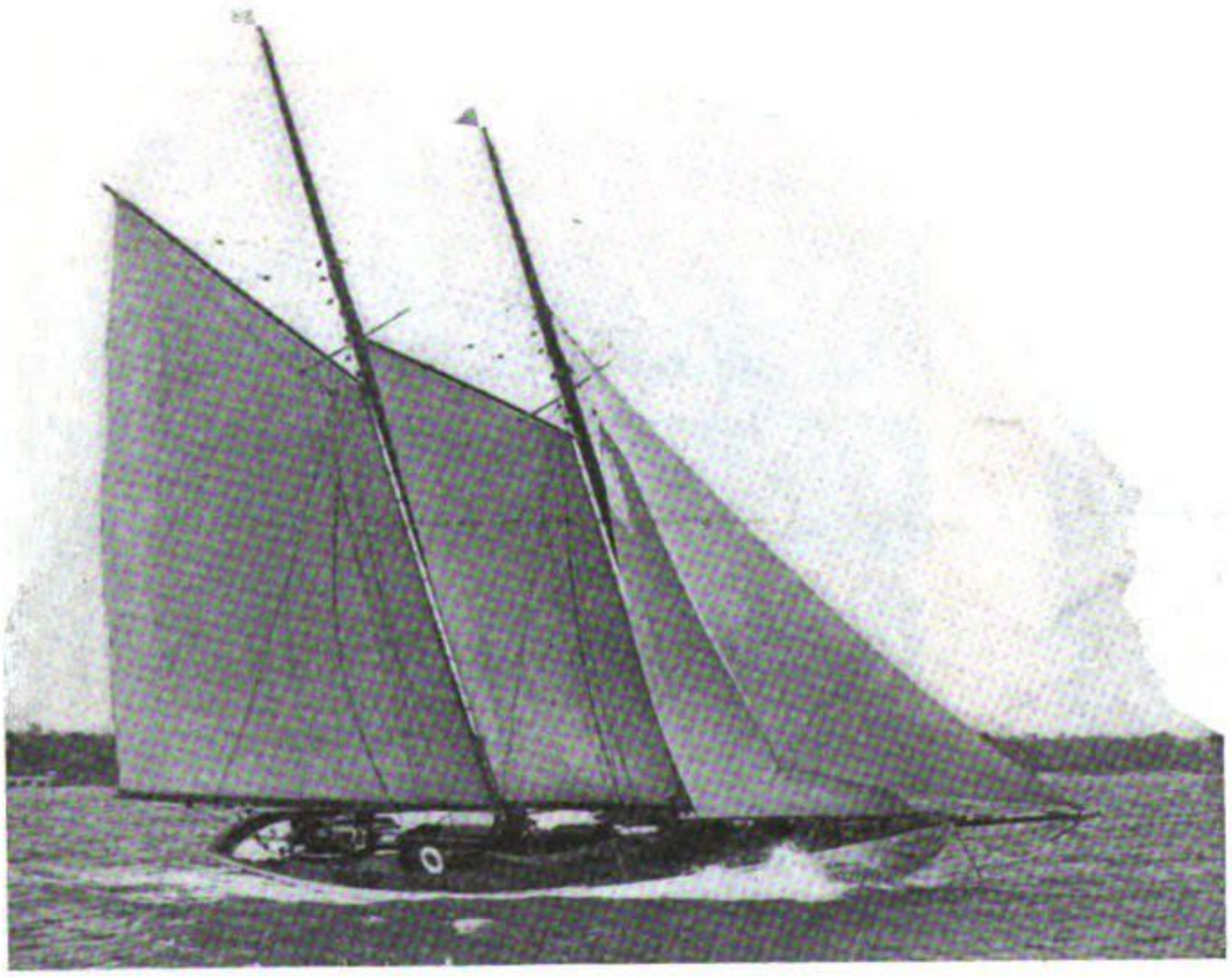
26'x7'6"x2'6"	Raised Deck	25 H.P. Kermath
26'10"x7'x3'3"	Raised Deck	24 H.P. Redwing
28'x9'x2'6"	Raised Deck	12 H.P. Relaca
28'x7'2"x2'6"	Raised Deck	20 H.P. Continental
31'x9'x3'	Raised Deck	12 H.P. Palmer
32'4"x8'10"x3'	Raised Deck	40 H.P. Wisconsin
32'x8'6"x3'	Trunk Cabin	40 H.P. Kermath
35'x9'4"x3'	Raised Deck	50 H.P. Fay & Bowen
36'x8'6"x2'6"	Raised Deck	24 H.P. Redwing
36'7"x10'x3'6"	Raised Deck	40 H.P. Fay & Bowen
36'x9'x3'	Express Cruiser	150 H.P. Van Blerck
38'x9'8"x3'	Bridge Deck	20 P.H. Engines (2)
39'x7'10"x3'	Bridge Deck	60 H.P. Buffalo
39'8"x8'3"x2'	V.-Bottom 1924	40 H.P. Fay & Bowen
40'x10'6"x2'6"	Rochester Cruiser	60 H.P. Scripps
40'x9'6"x2'8"	Bridge Deck	24 H.P. Palmer
40'x10'x3'	Raised Deck	35 H.P. Fiat
40'x9'x3'6"	Raised Deck	24 H.P. Kermaths (2)
40'x12'x3'	Raised Deck	30 H.P. Vulcan
45'x10'x3'	Bridge Deck	40 H.P. Gray & Prior (2)
45'x10'7"x3'	Elco Cruiser	37 H.P. Standard
50'6"x8'6"x3'2"	Express Cruiser	185 H.P. Van Blerck
51'x10'3"x4'3"	Bridge Deck	150 H.P. Speedway
52'x9'6"x3'3"	Lawley B.D.	40 H.P. Lathrop
54'x11'x3'4"	Great Lakes Exp.	225 H.P. Sterlings (2)
55'8"x12'10"x3'6"	Bridge Deck	85 H.P. Sterlings (2)
55'x15'x2'4"	Bridge Deck	210 H.P. Kermaths (3)
56'6"x13'5"x3'3"	Enclosed B.D.	42 H.P. Elco Marine (2)
57'x11'x3'11"	Express Cruiser	300 H.P. Fiat-Wood (2)
58'x12'x3'6"	Express B.D.	140 H.P. Stearns
60'x14'x4'6"	Raised Deck	37 H.P. Standard
60'x11'2"x2'8"	Express Cruiser	175 H.P. Speedway (2)
62'4"x11'3"x3'	Herreshoff Express	225 H.P. Sterlings (2)
65'6"x12'6"x3'4"	Expres Cruiser	300 H.P. Sterlings (2)
71'x14'x3'8"	Bridge Deck	50 H.P. Keystones (2)
78'x14'x3'6"	Bridge Deck	54 H.P. Standards (2)

AUXILIARIES

27'x9'x4'2"	Aux. Ketch	7 H.P. Brown
32'x11'x5'	Aux. Ketch	20 H.P. Roberts
36'x11'6"x4'6"	New Marconi Sloop	25 H.P. Frisbie
38'x10'x3'6"	Lawley Sloop	20 H.P. Gray
40'x10'x3'	Bugeye Schooner	7 H.P. Regal
40'x12'6"x4'	Marconi Yawl	15 H.P. Scripps
40'10"x14'x5'6"	Aux. Schooner	12 H.P. Lathrop
43'x12'x5'9"	Aux. Yawl	25 H.P. Sterling
45'x13'x7'6"	Friendship Sloop	54 H.P. Wisconsin
55'4"x14'3"x7'4"	Hand Aux. Schooner	150 H.P. Sterling
56'x13'2"x7'11"	Aux. Sloop	(No Engine)
56'x16'x3'6"	Aux. Ketch	46 H.P. W. S. M.
77'x17'2"x7'6"	Aux. Yawl	50 H.P. Speedway
77'x17'9"x6'	Aux. Schooner	54 H.P. Standard

HOUSE BOATS

40'x12'x3'6"	House Boat	37 H.P. Standard
48'x14'x3'3"	House Boat	4-Cyl. Murray & Treg.
52'x14'x3'	Mathis H. B.	37 H.P. Standard
55'x14'x3'6"	House Boat	40 H.P. Lathrop
56'x16'7"x3'	House Boat	50 H.P. Sterling
57'x15'6"x3'6"	House Boat	60 H.P. Standard
63'6"x16'x3'	House Boat	50 H.P. 20th Century (2)
65'5"x14'11"x4'6"	House Boat	35 H.P. Palmer
65'x13'9"x4'6"	House Boat	60 H.P. Standards (2)
70'x17'x3'	House Boat	35 H.P. Palmer (2)
71'5"x16'5"x3'6"	House Boat	90 H.P. Standard
77'x18'6"x2'6"	House Boat	75 H.P. 20th Century (2)
80'x17'6"x3'	Mathis H. B.	70 H.P. Standards (2)
80'x18'x3'6"	House Boat	65 H.P. Lathrops (2)
80'x17'6"x3'3"	Mathis H. B.	90 H.P. Standards (2)
85'x17'x3'6"	House Boat	54 H.P. Standard



SENORA—A modern auxiliary cruising schooner of typical MOWER DESIGN, combining good looks with seagoing qualities and cruising comfort.

WITH many years experience in designing motor and sailing yachts of all classes, I am prepared to meet the requirements of my clients and to give a service both in the preparation of plans and in personal supervision of construction that assures satisfaction and makes the building of a yacht a real pleasure to the owner.

Correspondence, or a personal interview, is invited with the distinct understanding that no obligation whatever is incurred unless a definite order is placed.

A well organized Brokerage Department, in charge of Mr. F. P. Humphreys, is prepared to render complete and satisfactory service to clients who wish to purchase, sell or charter.

CHARLES D. MOWER, *Naval Architect*

347 MADISON AVENUE (at 45th Street) TELEPHONE Murray Hill 2320 NEW YORK

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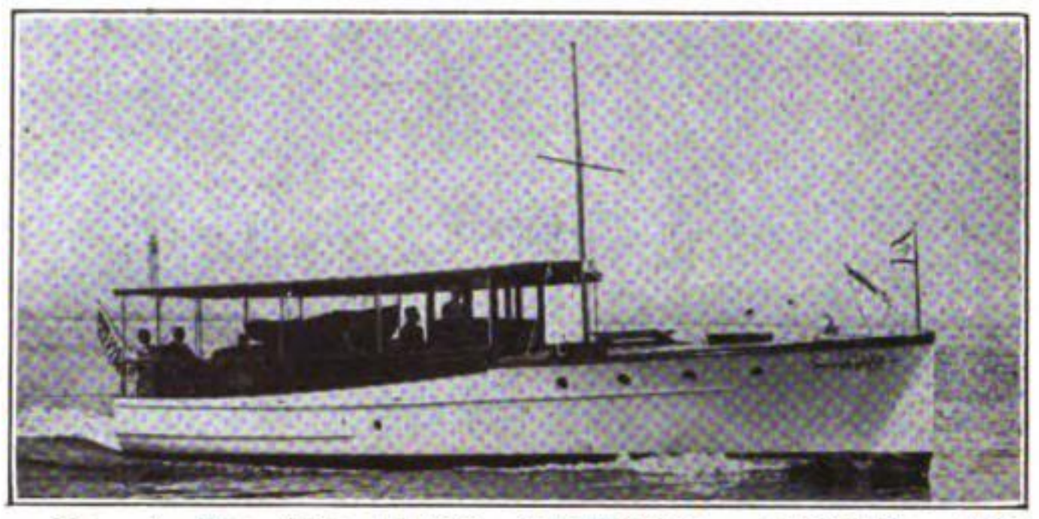
Personal Service
BROKERAGE

Formerly General Manager of The Elco Works, of Bayonne, N. J.

19 WEST 44th STREET Telephone Murray Hill 8676 NEW YORK CITY

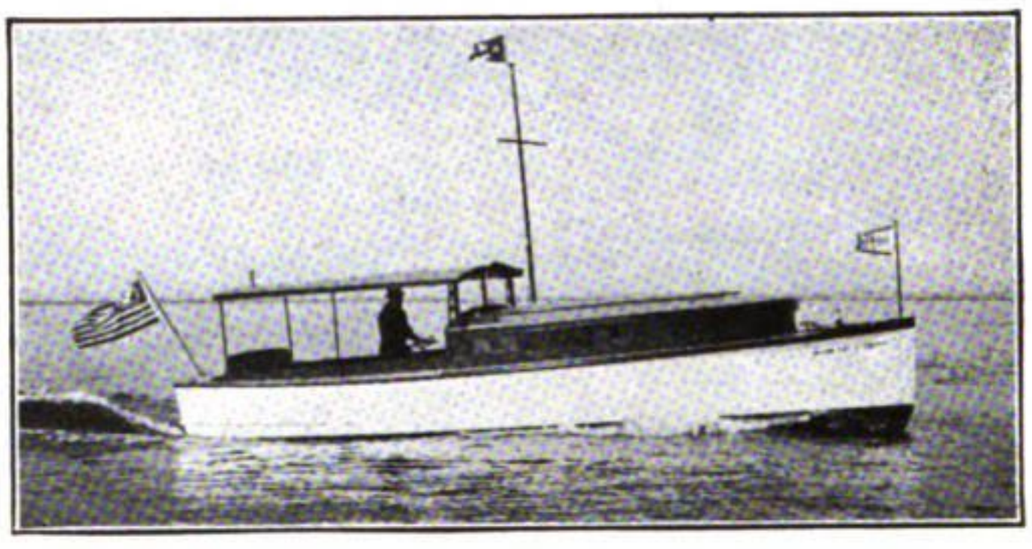
I have a carefully selected list of all sizes and types of Boats and Yachts.

No. 7—For Sale—66-foot MATHIS CRUISING HOUSE-BOAT. This excellent model, which has all that is best in a modern houseboat: Three large staterooms and bath; deck saloon; twin-screw power plant, etc.



No. 3—For Sale—ELCO CRUISERS, 45-FOOT; ALL MODELS. These boats are noted for their success in embracing comfortable seaworthiness, with the best cruising arrangements, in a one-man boat. Description of the boats available, their condition and prices, on request.

No. 5—For Sale—MATTHEWS "38." One of these very desirable cruisers in the best condition. Length, 38 ft. Beam, 11 ft. Fine cabin accommodations. 70 H.P. Kermath engine.



No. 8—For Sale—ELCO CRUISETTES, 34-FOOT and 33-FOOT MODELS. Selected number of these famous cruisers which have proved so successful. Description of the boats, their condition and prices, on request.

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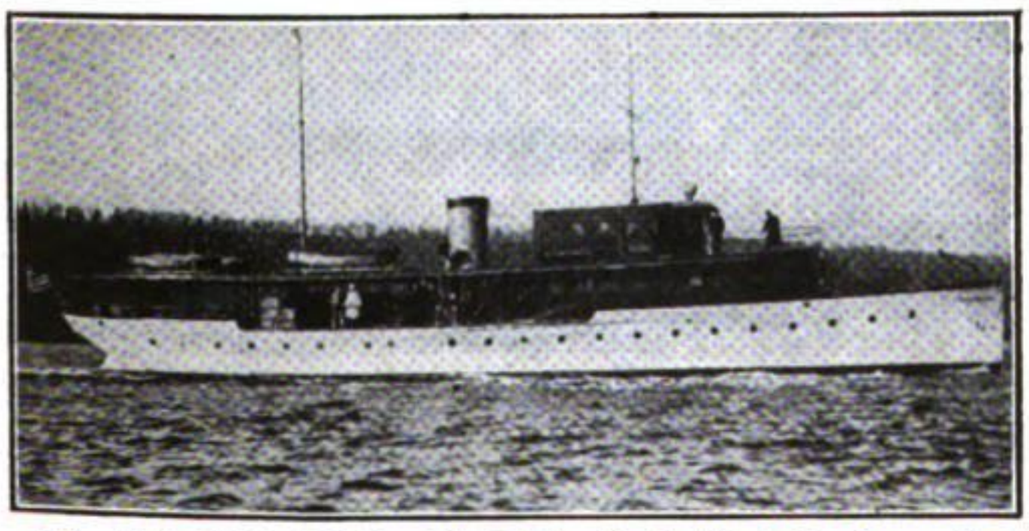
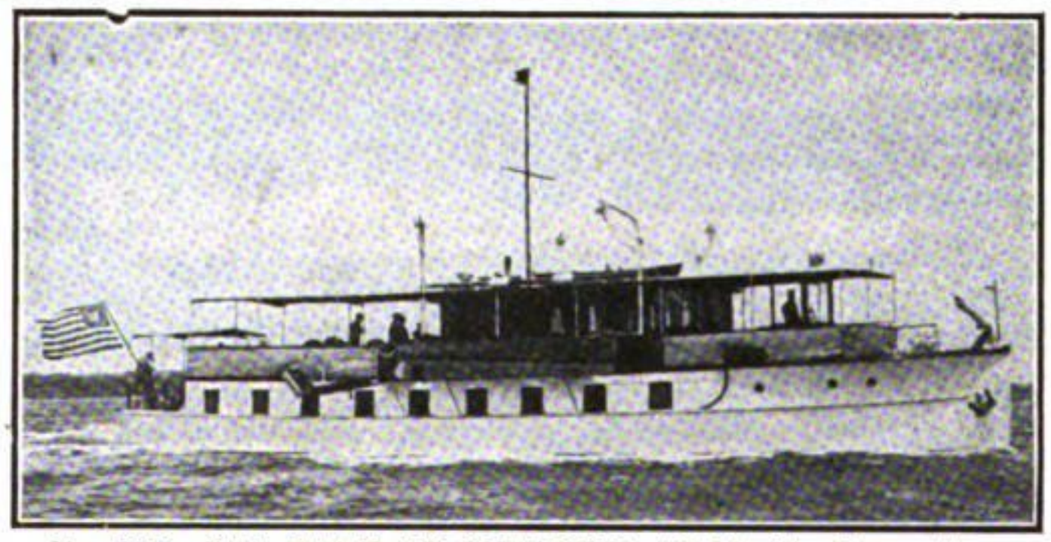
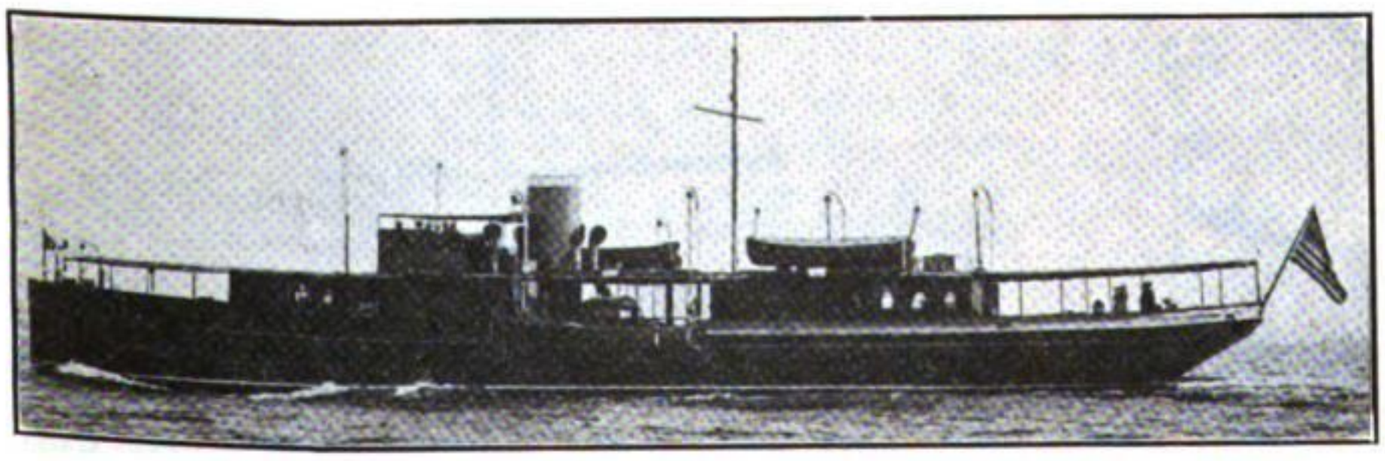


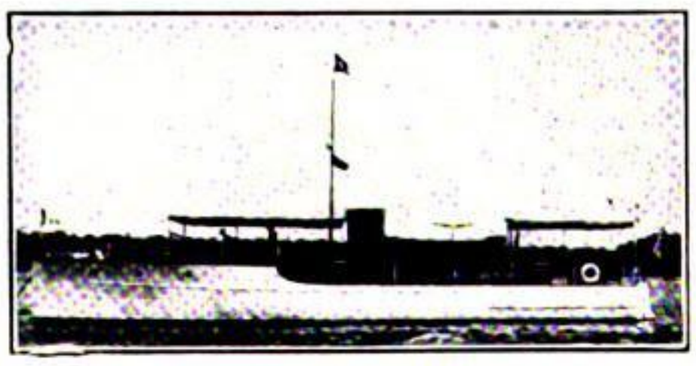
No. 7768—FOR SALE—120′ Light Draft Steel Cruiser. Best design and build. Twin screw. Splendid accommodations. Now in commission. Best yacht of its size and type available. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 2375—FOR SALE OR CHARTER—80′ Mathis Power House Yacht. Twin screw, 4 double staterooms, 2 baths, deck saloon. Attractive price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 4771—FOR SALE—145′ Steel Cruising Yacht, Twin Screw, Diesel Power. One of the best yachts of the type and one of the few available for purchase. A-1 condition. Delivery immediately in commission. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 5322—FOR SALE—60′ Twin-Screw Power Cruiser. Speedway motors. Forward and aft cabin. In excellent condition. Low price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.

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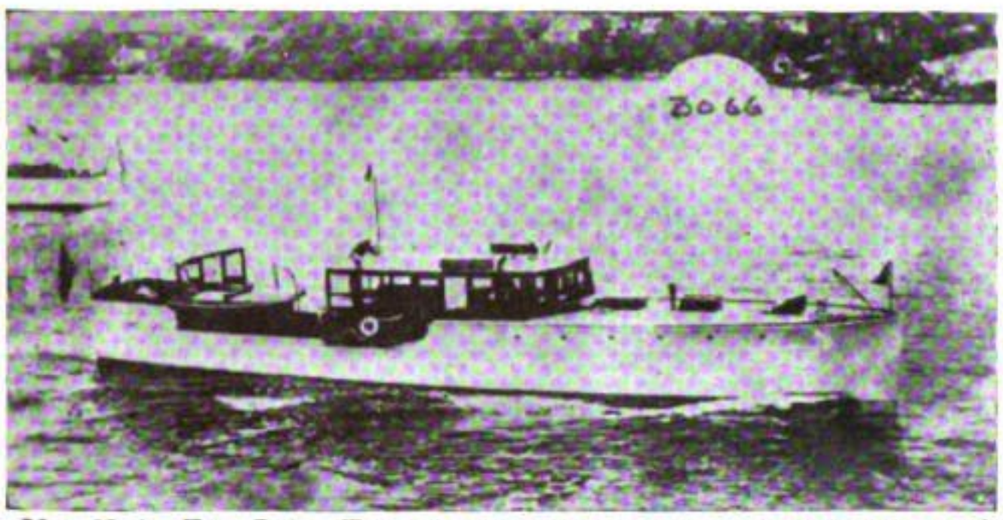
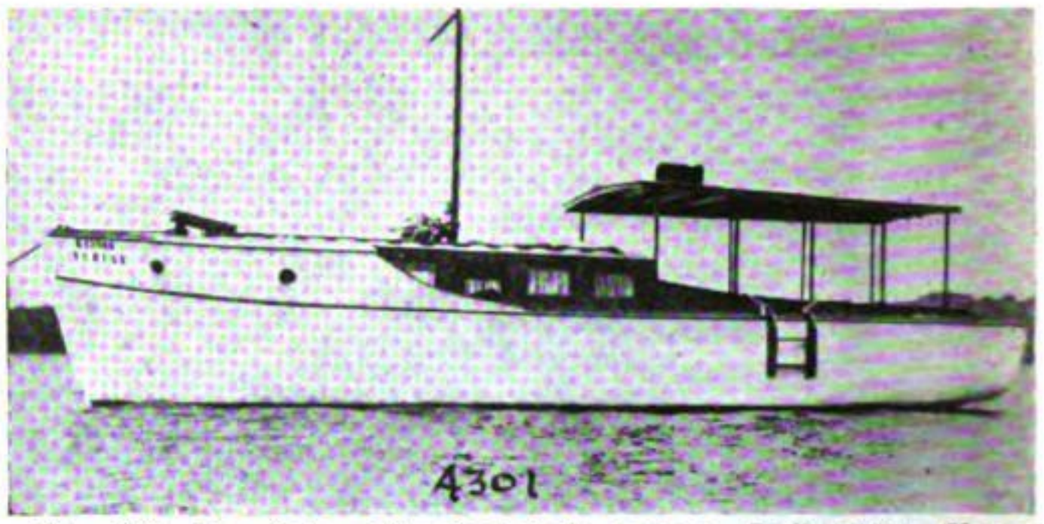
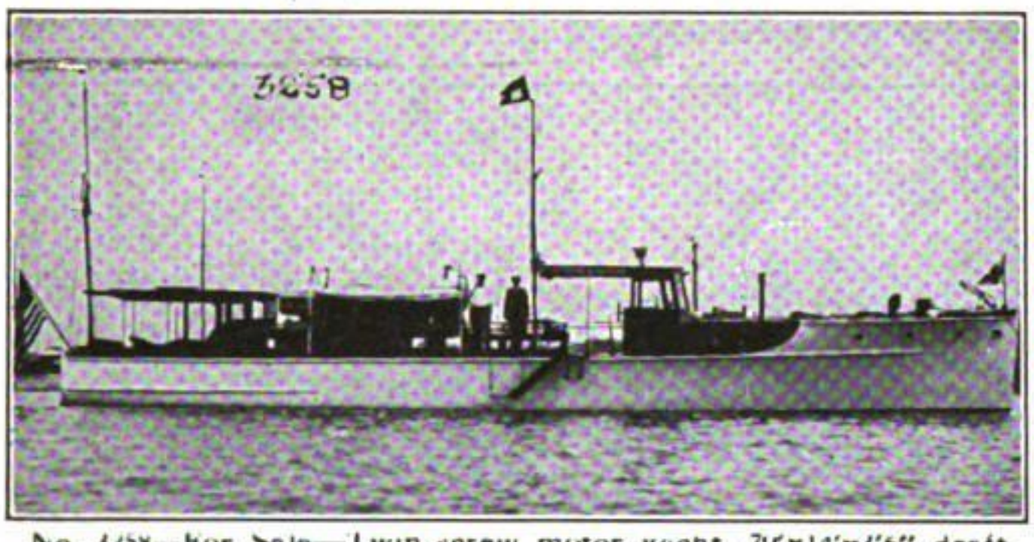


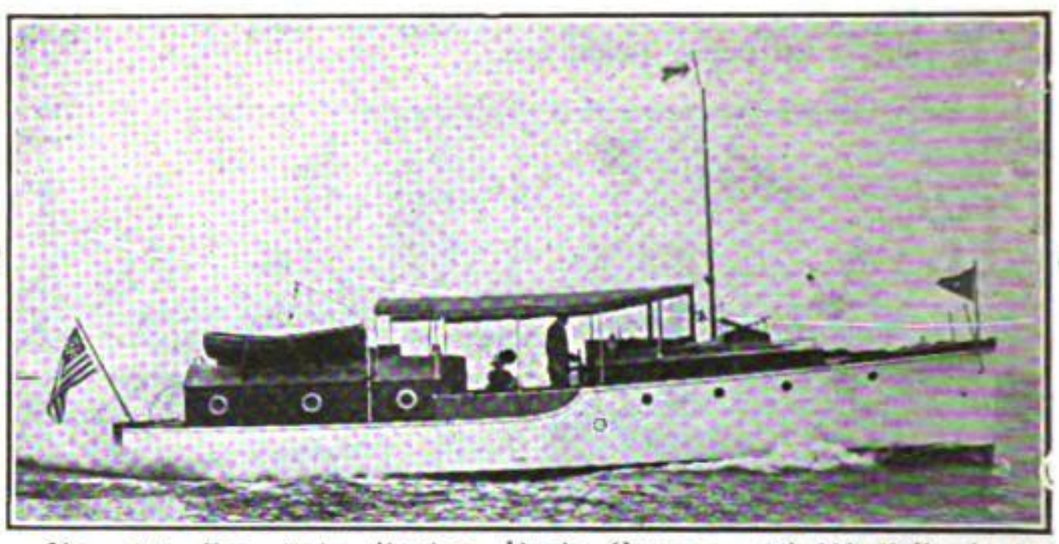
No. 3066—For Sale—Twin-screw motor yacht, 76'x14'x3'9" draft. Two six-cylinder Speedway motors, new 1925. One of the most desirable boats of her type now available. Sleeps six comfortably. New York inspection. For further particulars consult R. M. HADDOCK, 50 East 42nd Street, New York City.



No. 4301—For Sale—34' raised deck cruiser. Built 1919. Sleeps four. Red Wing 28-36 H.P. motor. Installed new 1923. First-class condition. For further particulars consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3258—For Sale—Twin-screw motor yacht, 70'x14'x3'6" draft. New 1924. Two Speedway motors, speed up to 18 M.P.H. Accommodations consist of two double staterooms, bath room, large dining saloon forward; one of the finest yachts of her type available. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

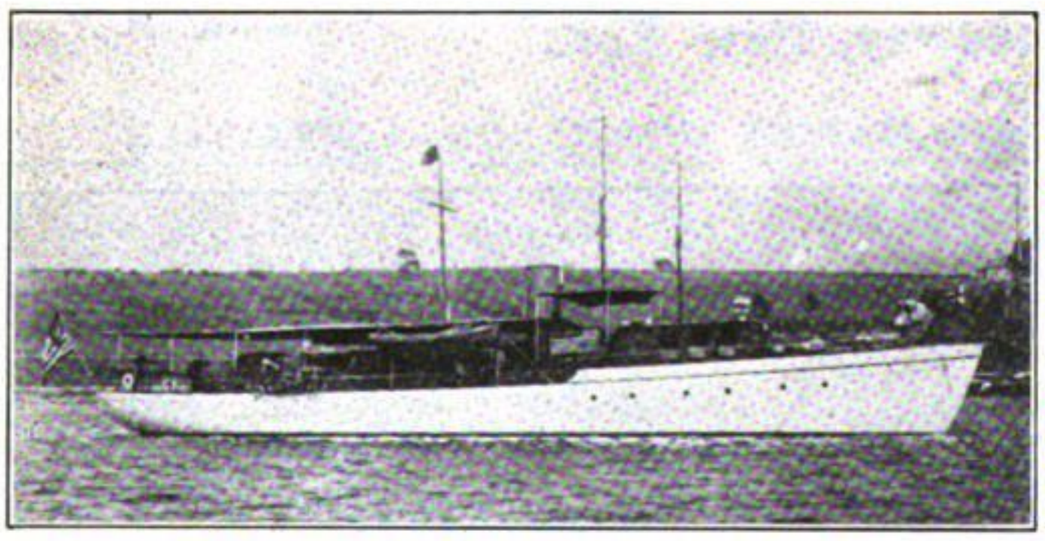


No. 494—For Sale—Bridge Deck Cruiser, 44'x11'x2'6" draft. Sleeping accommodations for four persons; 4-cylinder, 60-80 H.P. Buffalo motor, speed up to 13 M.P.H. A very desirable boat for Southern waters. For further particulars, etc., apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

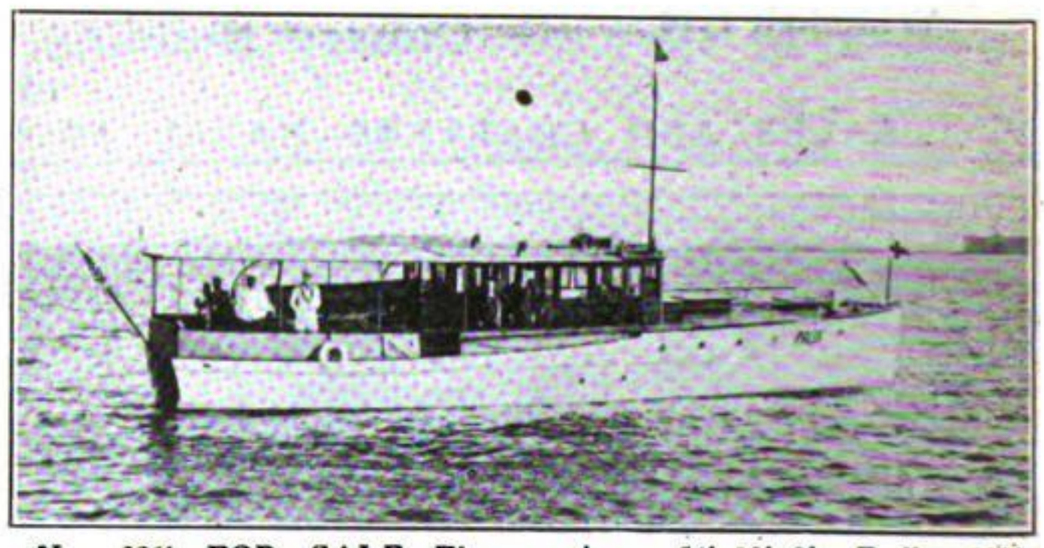
JOHN G. ALDEN

YACHT BROKER — **NAVAL ARCHITECT**

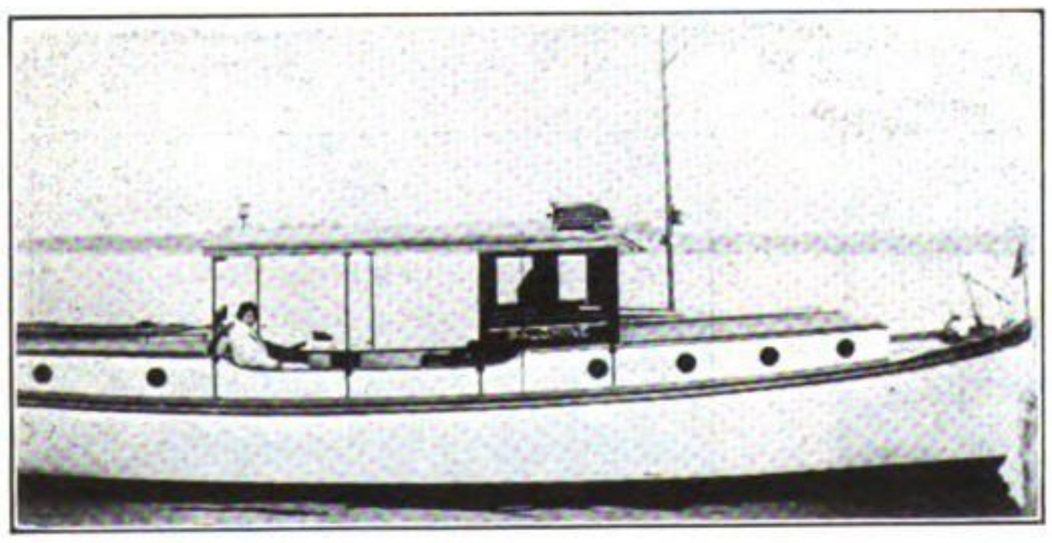
148 STATE STREET — **BOSTON, MASS.**



No. 1333—FOR SALE—Attractive Lawley built steam yacht, 101'x89'x15'x6'. Two double staterooms, main cabin and deck house. Two toilets and shower. Full equipment and boat in excellent condition. Apply to John G. Alden, 148 State St., Boston, Mass.



No. 3261—FOR SALE—Elco cruiser, 54'x13'x3'. Built 1923. Double stateroom and large main cabin. Accommodates six people. Two W. S. M. motors now being completely overhauled. Boat will be delivered in first-class condition in Boston. Apply to John G. Alden, 148 State St., Boston, Mass.



No. 3164—FOR SALE—Attractive double cabin cruiser, 35'6"x9'x3'. Built 1922. Heavy construction. Double stateroom and berths for five people. Four-cylinder Speedway engine, in first-class condition. Apply to John G. Alden, 148 State St., Boston, Mass.

No. 2914—FOR SALE—A most attractive twin-screw Mathis houseboat, built 1924. 66'x16'6"x3'3". Two single and two double cabins. 18'x10' deckhouse. Main cabin. Standard engine. Electric lights. All in very fine condition. Apply John G. Alden, 148 State St., Boston, Mass.

Advertising Index will be found on page 192

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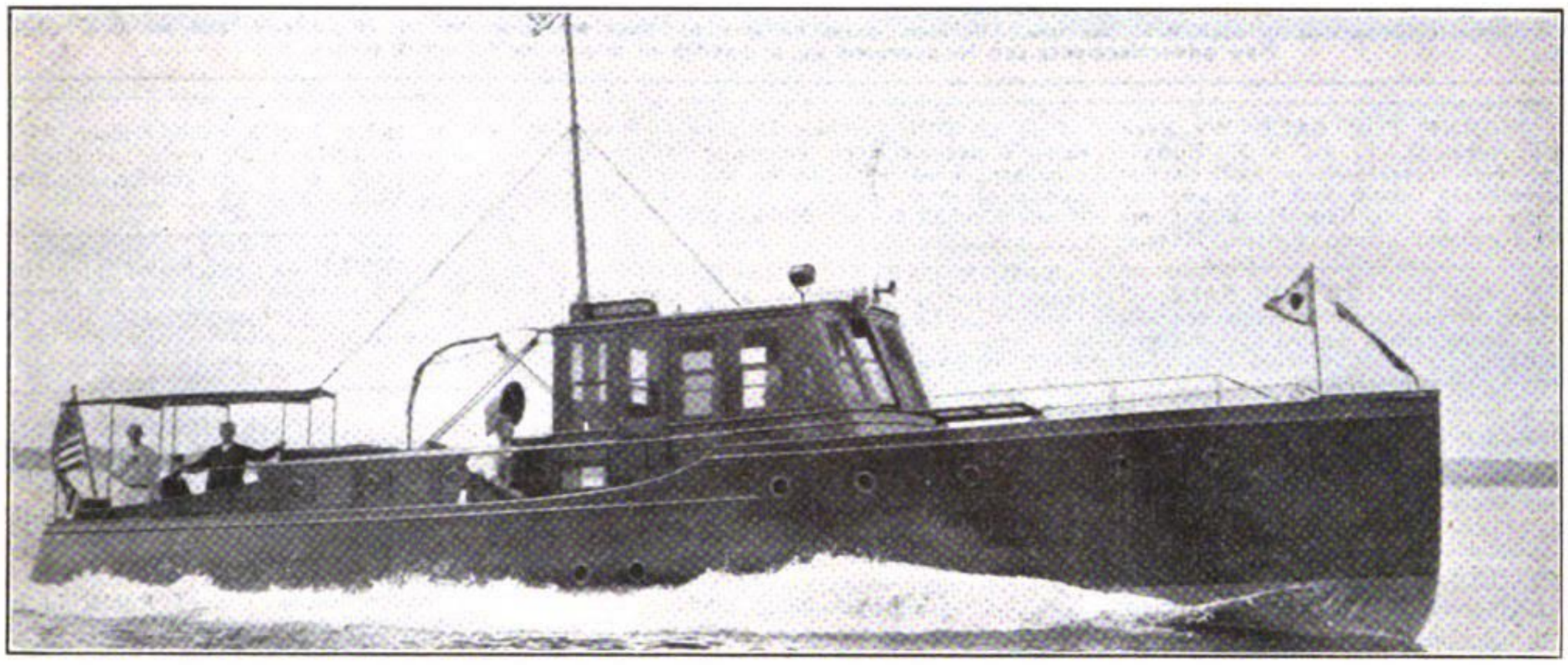
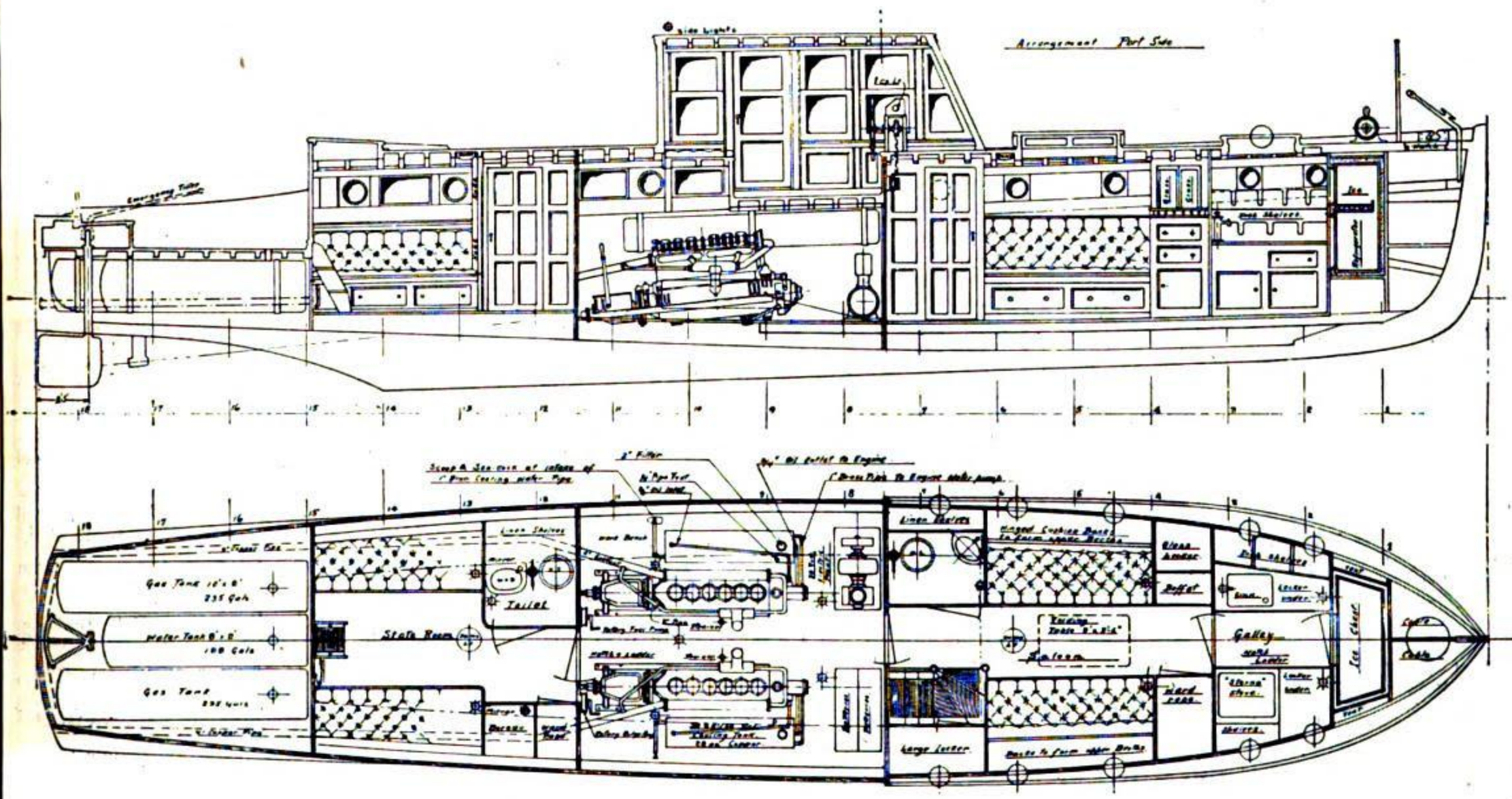
DAVID S. BECHTEL

Naval Architect and Engineer

YACHT BROKER

136 SOUTH 4th STREET, PHILADELPHIA, PA. **Telephone: Lombard 2072**





COMMUTERS EXPRESS CRUISER

Length over all 57 ft., beam 11 ft., draft 3 ft. 6 in. Designed by J. Murray Watts, built by Smith & Williams. Powered with two 300 H.P. Fiats. Upholstered by Strawbridge & Clothier. Year built 1924.
Accommodations are as shown above. The "Kensington" is well suited for fast ferry service for on the sound or extended cruising, she has proven satisfactory in every way. This is not a sacrifice sale, but the price is reasonable. For complete particulars apply to David S. Bechtel, Naval Architect, 136 South 4th Street, Phila., Penna.

FOR SALE

111'x12'x3'6" Twin screw express motor yacht	$12,000
90'x17'x4' Twin screw Diesel yacht	32,500
55'x13'7"x3'3" Raised deck cruiser	13,950
45'x8'10"x3'6" Express cruiser	5,000
45'x11'x3'10" Raised deck cruiser "Bedouin"	5,500
38'x7'8"x18" Speed runabout, Elco built	3,800

And many other good boats that can be had reasonable.

FOR CHARTER

Large and small schooner, also house boats.

DAVID S. BECHTEL, N. A., 136 South 4th Street, Philadelphia, Pa.

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THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum $2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide..... $ 9
Cut 1½ inches deep, three inches wide..... $12
Cut 2¼ inches deep, four inches wide..... $20
Cut 2¼ inches deep, six inches wide..... $25

Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatinG.

MoToR BoatinG, 119 West 40th St., New York

Classified advertisements set entirely in small light face type. No extra charge for capitals. Bold face type used at display rate, $12 per inch, single column. New advertisements can be accepted up to twelfth of month for following issues.

BUFFALO ENGINE FOR SALE—We have one 25-30 H.P. type M. Y. 4¼ x 5" Buffalo marine engine with reverse gear and electric starter, all completely rebuilt and fully guaranteed, nearly new for $775.00, Rapp-Huckins Company, Inc., 59 Haverhill Street, Boston, Mass.

PALMER N. R.-4 ENGINE FOR SALE—5" bore, 6" stroke, with Palmer reverse gear in extended base, all in good condition, complete, price $295.00, Rapp-Huckins Company, Inc., 57-59 Haverhill, Street, Boston, Mass.

25-35 H.P. model "V" Gray, Electric starter, generator, Hyde propeller, $450 exchanged after 60 days use for Imperial Six Gray. Roberts 16 H.P. generator, battery $150. Gray Marine Motor Co., Detroit, Mich.

FOR EXCHANGE—Thoroughbred silver foxes for an 80 to 100 foot boat. Box 187, MoToR BoatinG.

FLAT BOTTOM MOTOR SKIFF, 15 feet 9 inches long, built according to Atkins design for Sue, published in MoToR BoatinG, August, 1925, and powered with 2-cylinder inboard Evinrude engine with reverse gear. Good big husky boat, practically new and for sale at far less than cost. Price $350. Will be in commission ready to run. F. W. HORENBURGER, 4263 Byron Ave., Bronx, N. Y.

32-40 H.P. Red Wing late model, starter, generator, Bosch magneto, Paragon reverse gear, rebuilt, guaranteed. Bruns Kimball & Co., 50 West St., N. Y. C.

WORK WANTED by first-class mechanic, 10 years' experience in canoe building, boat repairing. Can also cook for boat parties. Write Geo. Pearce, Box 734, Cobourg, Ontario.

POWER HOUSEBOAT, 42'x10'6"x3'. 15 horsepower Clifton motor. For sale cheap. Can be seen at Spencer's Yard, Cos Cob, Conn. Tel. Greenwich 1571.

KERMATH 20—Electric starter, used 5 weeks in Florida, $450. Scripps "F-6"; one year old. Sterling 5½"x6"; magneto ignition; remanufactured; $500. 5 H.P., 4-cycle used, $71. Kermath 16, reverse gear, magneto, impulse coupling, perfect condition, $200. Write or wire. Gray Marine Motor Company, Detroit.

SEA SLED—For sale, 1925. 22-ft. Standard Sea Sled with 140 H.P. Peerless motor. Engine and hull in first-class condition, having run 30 to 40 hours only. Has been carefully housed during winter. Owner, having bought larger boat, will accept very low price. Charles Parker, Yacht Agent, Bar Harbor, Maine.

I HAVE a 32-ft. launch for sale; beam, 7 ft.; two twenty horsepower Fay & Bowen engines; Northeast starter. Cabin sleeping berths for two, galley and toilet. Five wicker chairs in cockpit, canvas covered. Price, $1,500. Can be seen at Jamestown, Rhode Island, care Captain Carr.

30-45 H.P. Sterling 4 cyl. 5½ x 6 complete equipment—Bargain. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

FOR SALE—Pair of Sterling medium duty, six-cylinder, Dolphin Model engines; used one season. Make offer to Murray & Tregurtha, Atlantic, Mass.

GRAY MODEL "Z"; used; completely remanufactured 1924, with 1926 new carburetor, new ignition, speed propeller, new high compression head, $325. Gray Marine Motor Co., Detroit, Mich.

PRACTICALLY new twenty-five-foot Hickman Sea Sled, all mahogany, with or without motor. Inquire D. B. Roberts, P. O. Box 1341, Hartford, Conn.

CLASS "A" Noank Racing Sloop, practically new. Inquire D. B. Roberts, P. O. Box 1341, Hartford, Conn.

45-75 H.P. Sterling 6 cyl. 5½ x 6 all complete—wonderful motor—reasonable. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

Pair 225 H.P. Sterling Dolphin dual overhead valve motors—starter, generator, triple ignition complete, used very little, exactly like new—wonderful opportunity; will sell pair or single. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

TRUNK CABIN CRUISER, 26 ft., 16 H.P. motor; toilet, 2 berths; after part of cabin forms pilot house, including galley. No reasonable offer refused. See boat at Ingals' Boat Yard, Guilford, Conn., or write E. F. Ingals, 129 Common St., Walpole, Mass.

25-50 H.P. Stearns model M.H.U. 1924 machine starter, generator, double ignition, reverse gear—rebuilt and guaranteed., Bruns Kimball & Co., 50 West 17th St., N. Y. C.

4 Cylinder 12 H.P. Kermath Engine, unit "F" complete except magneto. Bargain. Write C. T. Kline, 470 Bullitt Building, Philadelphia.

FOR SALE
32-FOOT TRUNK CABIN CRUISER at Bayhead, N. J. Brand new 35-40 H.P. Kermath motor, double ignition, self-starter, installed last summer. Copper screened throughout. Electric lights. Running water. Built in galley. Ice box loads from cockpit. Toilet and folding lavatory. Three-piece windshield. Many other extras. Owner bought larger boat. Asking $3,500. O. H. DEY, Rahway, N. J.

FOR SALE

Sterling four-cylinder, four-cycle 20-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4⅞x5½, weight about 800 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, $450. Apply Box 166, care MoToR BoatinG, 119 West 40th St., New York.

50 H.P. Kermath 4 cyl. high speed light speed light weight starter, generator, double ignition, Paragon gear, etc. complete rebuilt and guaranteed—Bargain. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

FOR SALE—Banfield 28-foot, small cabin sea skiff, forward cockpit, Scripps E-4, 70 H.P. motor, fully equipped, speed about 18-20. Cost, $4,000.00; will sell for $2,250.00. In brand new condition ready to go. Richard G. Ledig, 34 Bay Ave., Ocean City, N. J.

New 1925 Gray model "Z" in original crate, complete, electric starter, no battery, $330. Deering, 1642 Monadnock Bldg., Chicago.

WANTED—Six cylinder or eight cylinder Packard Marine engine fuelizer and all that. No reverse gear necessary. Will consider another good make well balanced engine if it will operate as slowly as 500 R.P.M. without carbon and deliver twenty horse power or over. F. L. Seely, Grove Park Inn, Asheville, N. C.

60-75 H.P. Murray & Tregurtha 6 cylinder 6½ x 8 complete $700.00. Bruns Kimball Co., 50 West 17th St., N. Y. C.

BARGAIN BOOK of thirty used engines, 5 H.P. to 50 H.P., at attractive prices, $71 to $500; remanufactured; one year guarantee. Few new 1924 and 1925 models; big reduction. Gray Marine Motor Company, Detroit.

Trimount Rotary Hand Bilge Pumps
All bronze composition. 4 sizes.
Capacities 6 to 20 gals. per min.
Require no priming.
Turn handle—create vacuum—get water at once.
TRIMOUNT ROTARY POWER CO.
294 Whiting Avenue East Dedham, Mass.
Mfrs. Hand and Power Pumps, High Vacuum Pumps, Whistle Blower Outfits

RAISED DECK cabin cruiser, 25 feet; guaranteed; 12-14 H.P. motor; toilet, icebox; all equipment. $750. A. Franke, 383 Madison Ave., New York.

WANTED—Ex-subchaser, give full particulars, price, condition, inventory service boat was in, and may be inspected at. Box 185, MoToR BoatinG.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of MoToR BoatinG published Monthly at New York, N. Y., for April 1, 1926.

State of New York }
County of New York } ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. F. Chapman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the MoToR BoatinG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, International Magazine Company, Inc., 119 West 40th Street, New York City.

Editor, C. F. Chapman, 119 West 40th Street, New York City.

Managing Editor, C. F. Chapman, 119 West 40th Street, New York City.

Business Manager, C. F. Chapman, 119 West 40th Street, New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

International Magazine Co., Inc., 119 West 40th Street. Sole Stockholder, Hearst Publications, Inc.

Hearst Publications, Inc., 705 Call Building, San Francisco. Sole Stockholder, Star Holding Corporation.

Star Holding Corporation, care Corporation Trust Company of America, Wilmington, Delaware. Sole Stockholder, W. R. Hearst, 137 Riverside Drive, New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

C. F. CHAPMAN.

Sworn to and subscribed before me this 29th day of March, 1926.

(Seal) G. E. STAHL.

Notary Public, Queens County, No. 3752. Cert. filed in N. Y. Co. Clerk's No. 33. N. Y. County Registers No. 7235.

(My Comm. expires March 30, 1927.)

Advertising Index will be found on page 192

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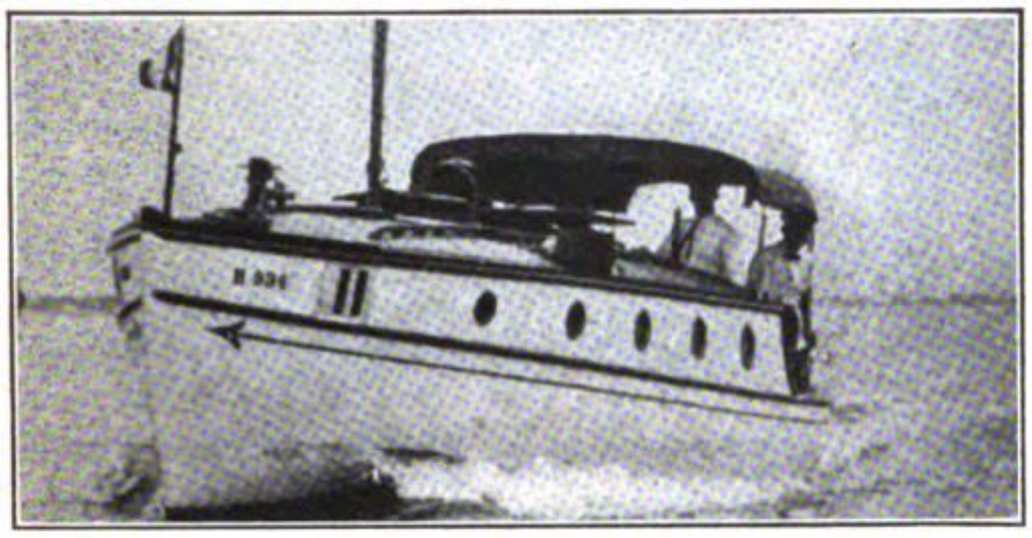
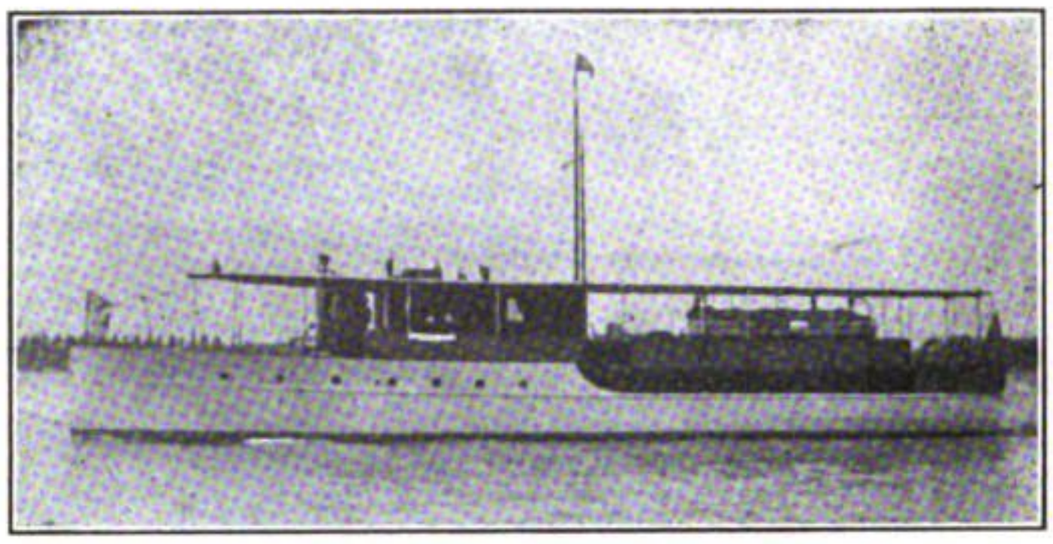
Why Take Chances?

Your season's pleasure, possibly your life will depend on your power plant. For very little more than the cost of overhauling your old one we can supply you with an honestly rebuilt and guaranteed modern motor, immediate delivery. *Why take chances?*

BRUNS KIMBALL & CO. INC.
50-52-54 WEST 17th STREET, NEW YORK CITY
"Originators of the Rebuilt Engine"



Lawley Cruiser 32' 11" x 9 x 3 like new, thoroughly overhauled inside and out including engine. Ready to sail. White oak frame cedar planking copper fastened. Heavy duty motor, double ignition. Installed last summer. Electric lights, radio, running water, wicker chairs, folding lavatory, toilet, dinghy. Fully equipped. Private stateroom. Speed 10-11 miles. Wonderful Sea Boat. Lawley won't duplicate under $11,000 (Lawley figures). Owner buying larger boat. Price $4300. Dr. Wm. Graf, 2 Columbus Circle, N. Y. C.



Cruising Houseboat, length 75'x14'10"x3'6". Twin-screw. Two 20th Century motors, 6 cyl., 6½"x8½", with electric starters. Cruising speed, 11 m.p.h. Launched 1922, New York Launch & Engine Co. Two single staterooms, one double stateroom, and two double berths in saloon. Sleeps crew four. Large dining saloon on deck. Very large decks. This boat completely reconditioned January, 1926, including new 4 K.W. lighting plant, new lighting and starting batteries. This boat is ready for immediate delivery in Florida, and is equal to a new boat at about half the cost. For inquiries and further data and photographs inquire of Box 186, MoToR BoatinG.

Do You Want to Sell Your Boat or Engine?

MoToR BoatinG's Market Place will put you in touch with a buyer. (See advertising rates on page 70.)

USED ENGINES

Largest Stock in the Country
4 to 400 Horse Power

BELLE ISLE BOAT and ENGINE CO.
9664 East Jefferson Ave. DETROIT, MICH.
393 Seventh Ave., New York, N. Y.

18-25 H.P. Sterling 4⅜ x 5½ all that the name implies, rebuilt and guaranteed — completely equipped. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

GUARANTEED REBUILT ENGINES

Before buying your new engine get our complete price list of guaranteed rebuilt engines. Frisbie 20 H.P. with gear $175, Palmer 12 H.P. 4 cycle with gear $125, and others. Write or wire for complete list.

TEMPS BROS., USED ENGINE DEPT.
Johnson St. and Leo Place, Brooklyn, N. Y.

18-20 H.P. Frisbie 2 cyl. 6 x 6 brand new engine—never used, completely equipped. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

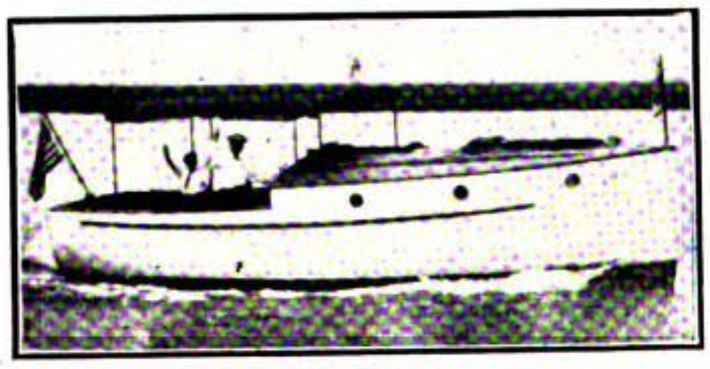
Four Cyl., Four Cycle
20 H.P. Kermath 4 x 4 unit plant.....$285
30 H.P. Peerless 5 x 6 unit plant.....$375
40 H.P. Miller heavy duty 5¼ x 7 unit plant..$475
40 H.P. Buffalo, 6½ x 7.....$585

50 H.P. Doman, six cyl.
50-60 H.P. Wisconsin WHITE CAP six.

8 H.P. Frisbie, one cyl., four cycle.....$135
14 H.P. Automatic, two cyl. 5½ x 7.....$215
20 H.P. Buffalo, two cyl., 7 x 9.....$275
100 H.P. Hall-Scott, with flywheel gear pump and manifold.....$175
Kirkham six, 4⅛ x 5, 70 H.P.....$245

Large line speed two-cycle marine motors.
State your power needs.
BADGER MOTOR CO.
Milwaukee Wisconsin

60 H.P. heavy duty Sterling 6 cylinder 6½ x 8 completely equipped double ignition, air pump, bilge pump, etc. $600.00. Bruns Kimball & Co. 50 West 17th St., N. Y. C.



FOR SALE—Elco, 26 ft. Cruiser. Completely equipped, 4 berths. Now stored at Ventnor Heights Boat Works, Atlantic City, N. J. Write for further description and price. W. O. Bixler, Easton, Penna.

FOR SALE—30-ft. V-bottom runabout, 200 H.P. Curtiss motor, speed 35 miles. Hull and motor in excellent condition. Price $2500.00. KRAMER & MUELLER, McHenry, Ill.

FOR SALE—ERD 151 cubic inch racing motor, brand new. Run only on block. $475. Ralph N. Baker, Springfield, Illinois.

FOR SALE

Sterling four-cylinder, four-cycle 20-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4⅜x5½, weight about 800 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, $450. Apply Box 166, care MoToR BoatinG, 119 West 40th St., New York.

12-15 H.P. Sterling Neptune 2 cyl. 5½ x 7 late model completely equipped, rebuilt, guaranteed—the finest motor of its type on the market. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

FOR SALE—Beautiful mahogany hull 25' x 6½' x 2'. Perfect condition; $450; particulars. J. J. Unneberg, N. Y. Y. C., Glen Cove, L. I.

FOR SALE

Cabin Cruiser, 36' x 10' beam. Built by Great Lakes Bldg. Corp. 1925. Used 2 months. Sleeps 6 people. 2 cabins—never been slept in—galley never been used. Reason for selling—larger boat needed. Mrs. G. Lawrence Hill, Kingspoint Rd., Great Neck, L. I.

60-90 H.P. Speedway 6 cylinder 6 x 6 completely equipped, double ignition, reverse gear, $600.00. Bruns Kimball & Co., 50 West 17th St., N. Y. C.

WANTED—Cruiser sixty to eighty feet long in first class condition. State full particulars, location and price. "B" Post Office Box 561, Newark, N. J.

WANTED—Cruisers or house boats for cash. 50 ft. or over. SEND photograph and description which will be returned if not satisfactory. Murphy, 421 W. 55th Street, New York City.

BEAUTIFUL Raised Deck Cruiser, 39.6x10.4; 24 H.P. Palmer; speed 10 miles; real sea boat; built 1922; $3,500. W. Wuerz, 1182 E. 31st St., Brooklyn. Phone Midwood 4457.

35 H.P. Kermath—1925 machine, used about 2 months; starter, generator, double ignition, Schebler carburetor, built in Paragon reverse gear, etc., complete. Rebuilt and guaranteed. Bargain. Bruns, Kimball & Co., 50 West 17th St., N. Y. C.

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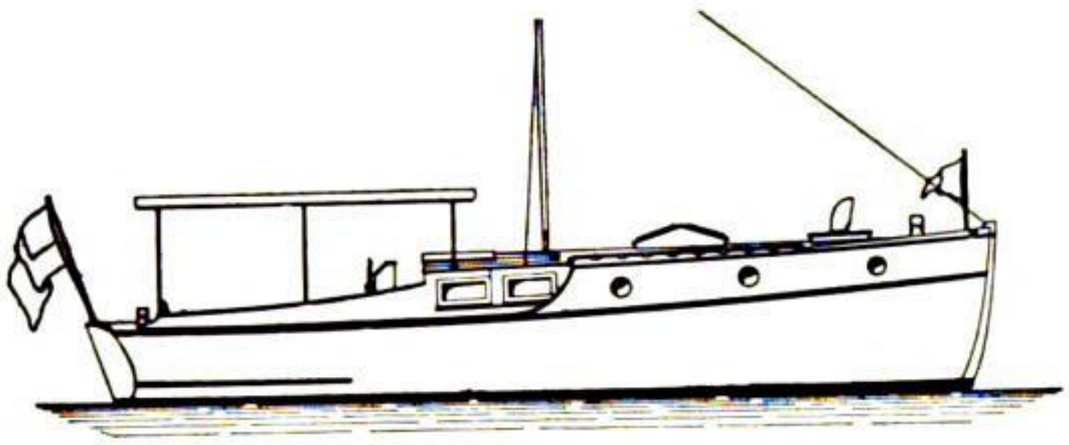
HACKER & FERMANN

NAVAL ARCHITECTS—YACHT BROKERS—MARINE INSURANCE

6304 E. JEFFERSON AVENUE, DETROIT, MICH.



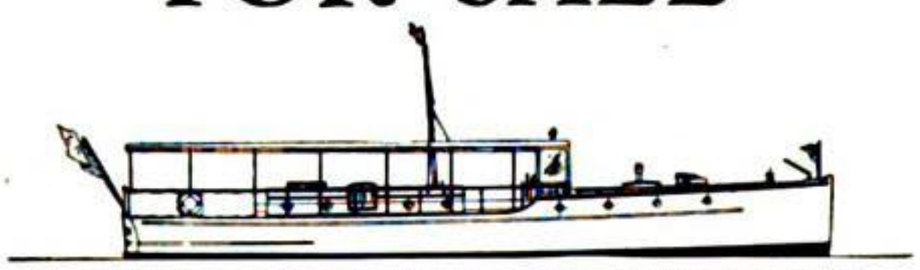
FOR SALE—Raised deck cruiser, 30′ x 8′ 6″ x 2′ 11″. Sleeping accommodations for four. Speed 12 m.p.h. Boat new 1926. owner unable to use. Will sacrifice.

FOR SALE—Bridge deck cruiser, 42′ x 9′ 6″, powered with Buffalo motor. Sleeps six. Delco lighting unit; boat entirely refinished. Price reasonable.

FOR SALE—Bridge deck cruiser, 40′ x 9′ 9″ x 3′. V-Bottom, powered with a Kermath 65 h.p. motor. Sleeping accommodations for eight. Speed 13 m.p.h. Planking mahogany, natural finish. Boat new 1925. Price reasonable.

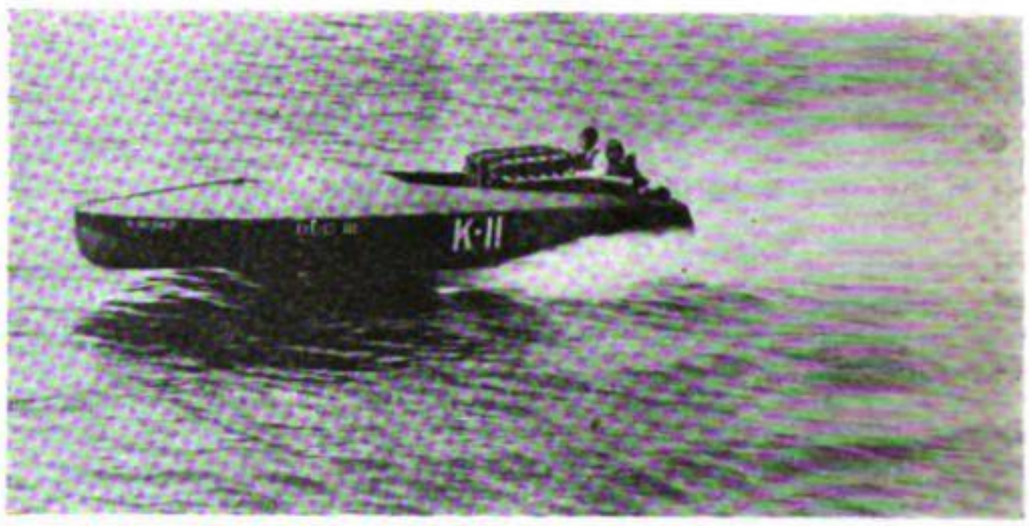
FOR SALE—Bridge deck express cruiser; Crouch design. 40′ x 9′ 6″—powered with a Hall-Scott 200 h.p. Speed 28 m.p.h. Sleeps six. Boat and motor in perfect condition.

FOR SALE



LAWLEY BUILT "DIXIE III"

Raised deck cruiser, 60′ overall, 10′3″ beam, 3′ draft, twin screw, designed by Wm. H. Hand, Jr., built by Lawley; fast and seaworthy; outboard joiner work mahogany, inboard joiner work white and mahogany. Accommodations, 1 double and 1 single stateroom aft with bath, saloon and stateroom forward, large galley entire width of yacht, excellent crews' quarters, with toilet; fully equipped for cruising, two 150-200 H. P. motors recently overhauled and in fine condition; electric lights; deck controls; small boat at davits. Price so low it is more than a bargain—it is a gift. FOR PARTICULARS WRITE ELDREDGE-McINNIS, Inc., 160 STATE STREET, BOSTON, MASS. (Formerly gen. mgr.s. and naval architects for George Lawley & Son Corporation, Neponset, Mass.)



FOR SALE: "BUG III" free-for-all hydroplane, powered with high-compression, 450 H.P. Liberty. Speed seventy miles per hour. Engine in excellent condition, equipped with electric and hand starters. Hull fully equipped and carries spare rudder, wheel and distributor head. Advise replanking after plane. Boat now in Sarasota, Florida. Price complete $2000.

Write F. W. KEITH, 330 So. Franklin St., Chicago, Ill.

FOR SALE—27′ Herreshoff yacht tender 40 H.P. Red Wing motor. Sedan cabin, spray hoods, etc. Forward cockpit control. For further particulars, consult R. M. HADDOCK, Naval Architect & Yacht Broker, 50 East 42nd Street, New York City.

FOR SALE—This V-Bottom cruiser, Crouch design, 40′x9′6″x2′6″ Hall-Scott LM-6 motor. Cruising speed 25 M.P.H. Sleeps six. For further particulars address: Box 188 MoToR BoatinG.

Advertising Index will be found on page 192

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Immediate Delivery!
Elco RECONDITIONED CRUISERS

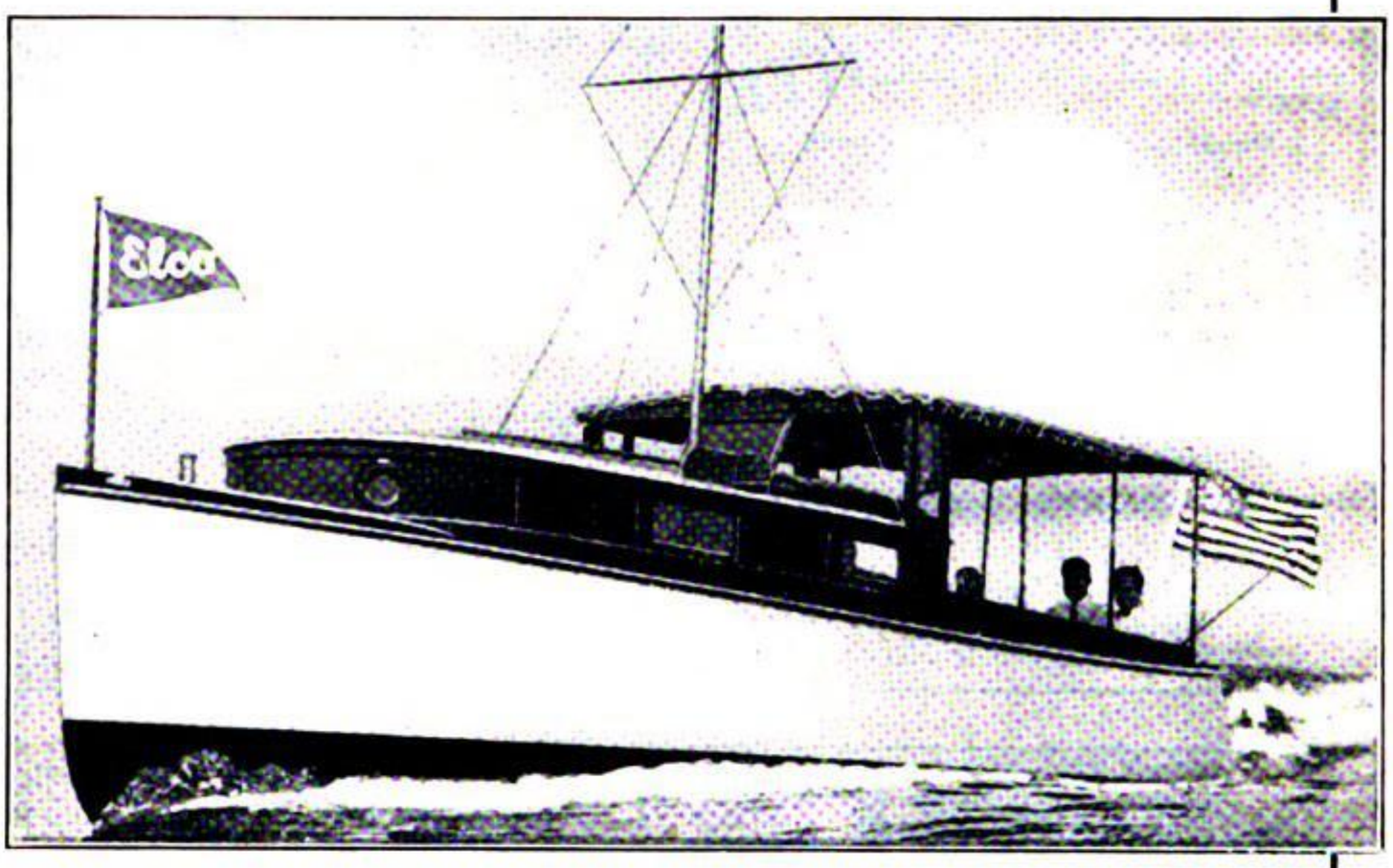
FOR SALE—a limited number of used Elco Motor Boats—all in good condition. Sizes 26 feet to 56 feet.

These cruisers are of recent models, which have been taken in exchange on sales of larger boats. All have been repainted and thoroughly overhauled.

Each boat is fully equipped—ready for service.

Remember these boats have been built by Elco; reconditioned by Elco; and serviced by Elco.

Phone Bayonne 470 for an appointment to inspect or write direct for prices and descriptions.



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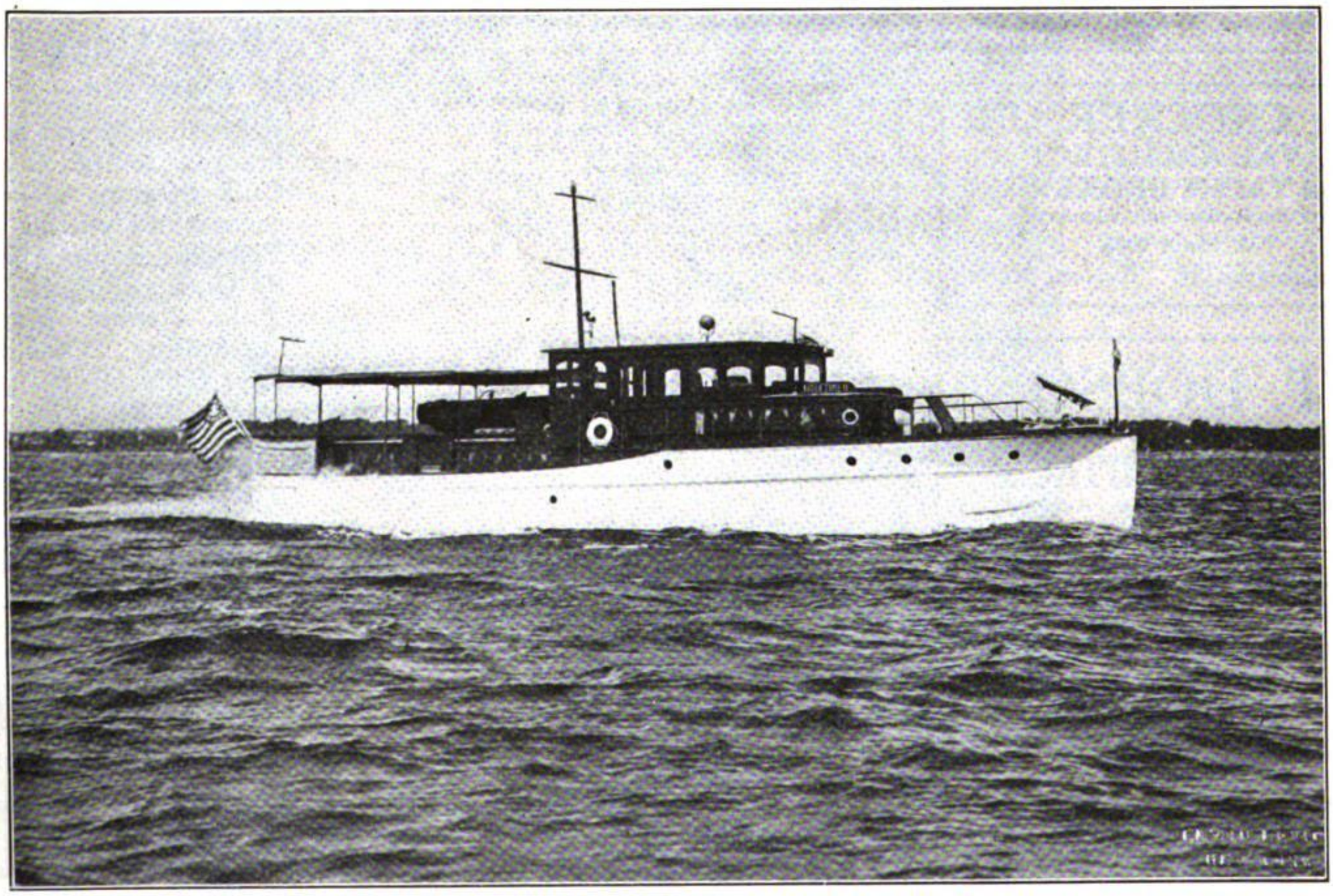

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Marine Engine Market in Finland

A glance at the map of Finland discloses the adaptability of the country for motor boating, the Automotive Division of the Department of Commerce is advised by Assistant Trade Commissioner Emil Kekich, Helsingfors. Its thousands of lakes and waterways, and long coasts with innumerable islands indicate possibilities toward their utility in commerce.

The total number of boats in Finland outfitted with the larger type of marine engines probably does not exceed 4,500, according to best available estimates, while the number of outboard motors is believed to be about three times greater. Outboard motors used ranged from 2.5 to 5 h. p., and the larger type of motors from 5 to 12 h. p. It is difficult to estimate what proportion, precisely, of the total internal combustion engines in the country, are used for commerce and for pleasure, but a safe assumption would be that the greater part has been bought to serve some practical end primarily. While there are quite a few marine engine manufacturers in the country, the bulk of them make few and primitive types of engines. Considerable competition is manifest in the trade with Swedish, German, American, and to some extent, English products participating. Several American makes are on the market, and some, particularly outboard motors, gradually gaining ground.

The peculiar fact in the marine engine trade in Finland is that general machinery importers handle the line, and most of them have considered marine motors of rather minor importance. There seems to be little doubt but that real trade opportunities exist in extending the use of marine motors in the country for practical purposes as well as for satisfying personal comfort and pleasure through more energetic and proper methods. The buying power of the people, at present, broadly speaking, does not admit of expensive purchases, but first class products at moderate prices should find comparatively good sales. Interested agents should be secured and actively assisted by exporters not only through advertising, but also by liberal terms, allowing sales to be pushed by degrees. It is important to bear in mind, also, that such a campaign should not be conducted in unwonted hurry. Conditions in Finland are not ripe for intensive selling campaigns, but as there is a large prospective market for marine motors, a gradual rearing of good relations should bring eventually a steady and profitable business.

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I have a large number of yachts of every description for sale, and some for charter.
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Palm-shaded and swept by breezes tempered by the Gulf Stream, all easy of access and within view of Biscayne Bay or the Atlantic Ocean or both.

To Polo, Tennis, Motorboating, Sailing, Canoeing, Outdoor Swimming Pools and Ocean Bathing all the year through.

To Winter Resort Hotels, Apartments, and beautiful homes that attract the notables of the nation every winter and hold them far into every summer.

To the Sportsman's Paradise and the Winter Playground of the World.

For facts and literature address

A. C. TERRY, *Secretary*
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Miami Beach
Florida

Advertising Index will be found on page 192

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Play-days are here!

increase Your Joys on the water with a Johnson

Johnson Light Twin — Weight 35 lbs. 2 1-2 h. p. Speed 2 to 9 m. p. h. Price $140
Johnson Light Single (in oval) — Weight 26 lbs. 1 1-2 h.p Price $115
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WAVE-LAPPED shores are urging. *Play-days* are here . . . days to be spent in the open, away from the rumble and strain of cities.

On lake or river, there is no greater joy than the joy of *water-motoring* with a Johnson. It answers the call of distant shores . . . takes you there and brings you back with a freedom and certainty *that's satisfying.*

You who love the waters will enjoy . . . and can afford a Johnson. It is a marvel of boat motor simplicity; *sturdy . . . compact . . . powerful,* the lightest weight portable boat motor made. Easy to start, exceedingly simple to steer and control; *anyone* can operate it.

This summer *go water-motoring.* Go with the motor that has *speed* and *power,* that is *simplest* to manuever, that is *easiest* to lift, carry and handle. Go with a Johnson.

Ask any Johnson dealer to let you take one for trial. If you do not know of the dealer nearest you—write us. Sold on payments if desired.

Johnson Motor Company, 3012 Sample Street, South Bend, Ind.

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In the Wake of the Johnson

The most notable outboard motor racing trophy of the South . . the Col. E.H.R. Green cup . . was won by a *Johnson Light Twin,* at Miami, Fla., on March 20, 1926.

Johnson offers these exclusive features: *Full Pivot Steering* giving any, all, *every* direction, with full power in the direction your going. *Shock Absorber Drive,* which safeguards the motor mechanism when striking underwater obstructions.

Write for our "*Guide to Waterway Travels.*" A 190 page book of over 40 charted boat and canoe trips through the United States and Canada.

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WORLD'S LARGEST MANUFACTURERS OF OUTBOARD MOTORS

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Unit Control

BOARDS

FOR THE SINGLE engined runabout or cruiser. Contains ELGIN Chronometric tachometer, ammeter and oil gauge. All under one glass, indirectly lighted.

Would you operate your motor car without a speedometer?

FOR THE CRUISER or houseboat with twin-engined power: Two ELGIN Chronometric tachometers, two ammeters, two oil gauges.

Synchronize your motors with Elgins for economy and ease in operation

ELGIN Chronometric Tachometers in *Unit Control* are essential to every boat owner. Write us your requirements.

Simply Address:

TACHOMETER DIVISION

Elgin National Watch Company

86 E. RANDOLPH STREET, CHICAGO

Liquid Gold

(*Continued from page* 14)

cases aboard for his own personal use, but knew full well that those few cases were plenty enough to deprive him of his fifty-thousand dollar yacht, suffer his dignity to be simply ruined in the United States Court, and make him the laughing stock of his friends for life. The Coast Guard, however, is a humane institution in its original conception, and realizing that the liquor traffic will never be suppressed by preying on prvaite individuals, they generally accord the yacht somewhat the same rights as a man's home on dry land, and go no further than the awful scare to the occupant.

Antics of this kind appeal to Joe's sense of humor immensely. Like most of his kind, the practical joke was the last word in wit and no joke was more practical to him than to board a yacht, demand of the stupefied owner if he had any liquor aboard and note the ghastly lie in the eyes of the otherwise perfect citizen as he assured him that he possessed not a drop. Sometimes, when the aforesaid individual was a bit more haughty, became angry and protested violently on the rights of citizens, he would carry his joke so far as to go below and flash his spot light around, as a result of which the owner would usually become supplicating. One night a yacht actually had the temerity to run away from them. The spirit of the chase promptly woke up in Joe, they opened up wide, found the yacht too fast for them, unlimbered the machine gun on the bow and sent a stream of hissing bullets very safely ahead of her until she rounded up, and the owner purple with rage, assured Joe that he would get his job away from him, that he would immediately telegraph the President, the Vice President, the Chief Justice of the Supreme Court and everyone else that he could think of at the time whose title sounded impressive. Joe urged him to hire a hall and go the limit, which the enraged skipper did, including interviewing all the newspapers, much to their delight. So far as is known the various officials thus addressed made no reply to his broadcast, but his lawyer, with whom he had communicated, and having only recently left the yacht knew that there must be still left a number of bottles of excellent Scotch aboard, sent him a terse, ten word wire, advising him to shut up. This he promplty did, having cooled off and recovered from his fright, and probably paid a generous fee for the advice as well.

Of course the rum-runners themselves were not unknown to Joe's experience. They would attempt to steal in during the night, just before dawn, when eyes get tired watching for what isn't there. The sea is a big place, as one who has been out in a small boat knows. A thirty footer, with no lights and a very much muffled exhaust, slips along with but a small area of visibility. Every few weeks, lying quietly off the jetties, with motor stopped, they would hear that faint exhaust, wait until it came as near as it would, then step on the starter, throw in the clutch, switch on the searchlight and go roaring off in the direction whence the sound came. Usually they caught them. Sometimes they tried to sink these boats. Usually the runner gave up without a fight. It was tame business. Joe learned to hate it. The Coast Guard man had lost his position as something of a hero in the public mind, ready to do or die, and had become about as popular as the burly cop who stands at the street intersection and bawls out frightened women drivers. Regardless of the excellence of the ideal of prohibition, he had lost caste.

In the meantime Joe had not only failed to put Pauline Chase from his mind, but he had been calling on her, as docile as a shaggy dog that doesn't know what it is all about but expects that he is about to be punished for some unintentional wrong doing. Pauline laughed at him, criticised his manners, or lack of them, objected to the crescent of mourning that adorned his finger nails and that at first he made little effort to remove, and generally bamboozled him in a way that left him helpless and small. He tried various bearish methods of approach but she always tightened up on him when he acted that way and at last he funked it out that he guessed he loved her and endeavored to find out if there was any chance of her ever loving him. She only laughed at him and told him that a man of his proportions didn't know what the word love meant. This fired him all the more and he floundered around, attempting to match her New England precision, with a painful effort at arguing why he was in love with her and why it was love.

It went on this way for another three months until one night, when he had been reduced to almost pitiful humility, she admitted she liked him because she knew he meant well, but that he could not hope to win her love when he earned no more than the slender pay of a machinist's mate and had

(*Continued on page* 78)

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Take Your Vacation
During the Winter and
Come to
MIAMI BEACH
America's Winter Playground

YOU will appreciate a vacation in the winter. It gives you an opportunity to get away from the shrill blasts and driving snow storms. Miami Beach with its sunshiny climate the year around offers you a wide diversity of summer-time sports and unequalled facilities for their indulgence. There's boating, bathing and fishing for the water lovers, and golf, polo, tennis, motoring and many other shore recreations. Come next winter and play among the palm trees in a climate that only the semi-tropics know. It is a paradise of rest and fun. Take your vacation in the winter this year.

ANNUAL SOUTHERN REGATTA

This is the principal racing meet of the Florida regattas and is held every March on Biscayne Bay. It includes many speed boat races for America's most sought for trophies.

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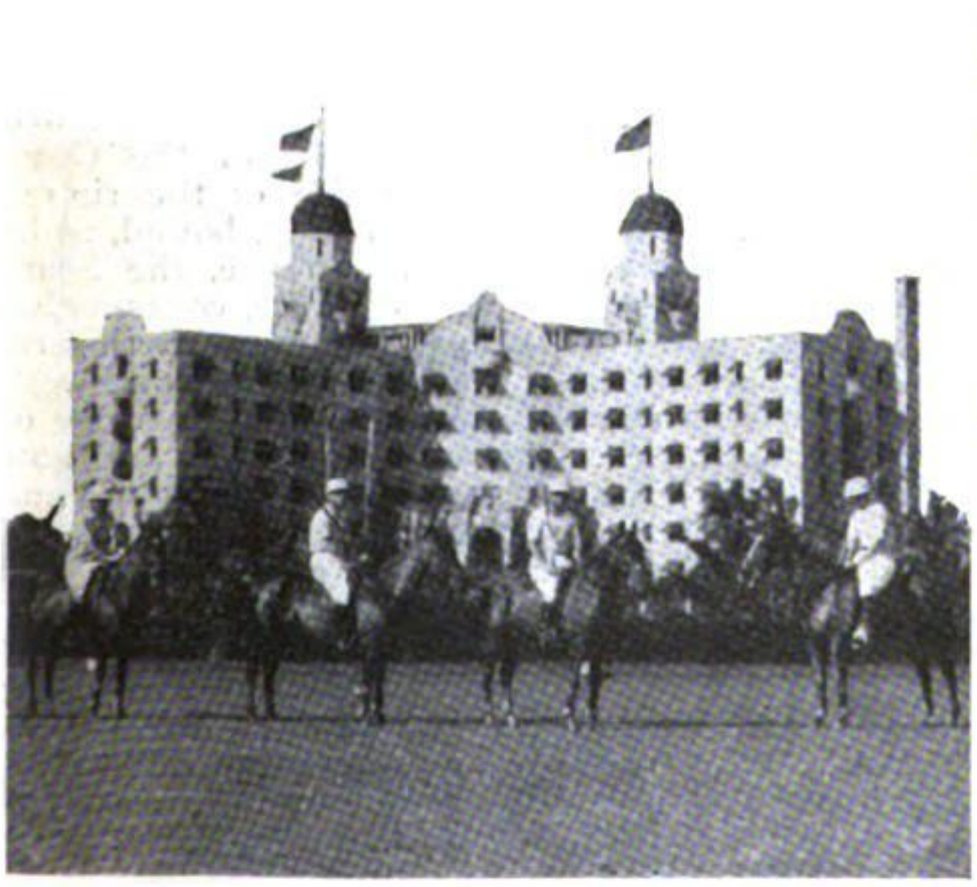
Flamingo *Nautilus* *Lincoln* *King Cole*

MIAMI BEACH, FLORIDA



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(Effective immediately)

on the world-famed world-standard

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AC Spark Plugs
old price, $1
New price, 75c
(90c in Canada)

Delivering the spark in high powered speed-boat engines is about the most exacting task that a spark plug can be asked to perform, as it means a continuous run with wide open throttle and full load.

That AC Spark Plugs are best suited for this work is evidenced by the fact that they have been the choice of the winners of the Gold Cup and Sweepstake Regatta for many years.

Likewise, foremost automotive engineers specify AC Spark Plugs as standard equipment for the very good reason that they perform best.

There is a type and size of AC Spark Plug for every engine, and they are available through AC dealers everywhere.

AC Spark Plug Company, FLINT, *Michigan*

AC-SPHINX
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Makers of AC Spark Plugs
AC Speedometers
AC Air Cleaners
AC Oil Filters

AC-OLEO
Levallois-Perret
FRANCE

Liquid Gold

(*Continued from page* 76)

no ambition in life to get ahead. That night and for many nights afterwards, he took that conversation to pieces and examined it ponderously, as he watched and listened for the rum-runner. His own stock fell as far below par as an abandoned trolley line. He tried to conjure up in his mind what he could do. He knew that he had to do something. He had no schooling to speak of, just running loose with the riverfront boys at Jacksonville. He had learned no real trade. For a long time, the best he could think of was a job as engineer on a yacht, that would pay him quite a bit more money, but that would never get him anywhere, except away from Pauline on some fool cruise.

With a greater distaste for his work pressing him on one side and Pauline's seemingly impossible standard on the other, the idea finally hit him like a rocket. RUM RUNNING. Why not? He could make big money that way. He had saved up quite a bit, having little use for his money. Enough to buy a small boat and a small cargo of Scotch at the start. His fancy tore on. He knew that having been in the Coast Guard, he knew its every move and how best to avoid capture. He saw how, after making a few good hauls and a few thousand dollars, he could quit the game, buy a small garage or machine shop, and do the getting ahead that Pauline was always talking about and win the love that had become the one burning idea in his life. While he was at it, he could still make her think he was in the Coast Guard.

Within a week he had obtained his discharge and within a still shorter time after that, he had purchased a snub-nosed little twenty-five foot sea dory with a sturdy two-cylinder motor in it. The lust for war surged up in him, in a way that he had not known since the days of the Biscay patrol, on that first night that he ran out and pointed across the Gulf Stream for the sixty miles to Bimini. The outbound trip was easy. They never stopped boats leaving the harbor. He had never been to Bimini and although he had bought a chart and talked with runners that had been there, he nearly wrecked his little boat on that ragged tooth of coral that all but closes the entrance. She touched bottom once, in the trough of a sea but then he pulled over close to the beach and ran in through that iridescent water, so clear that fish may be seen playing about in all of three fathoms in a veritable garden of subterranean foliage. This did not mean much to him. What he was aiming at was the old hulk that lies out in the harbor, the floating storehouse of the bootleg traffic. Running alongside just after sunrise, he hailed the skipper, or the keeper, or whatever he might be called, showed credentials that he had obtained from a leading bootlegger back in Miami, with whom he had arranged to transport a cargo, and tied up. He declined the drink that was offered him, but turned in and slept through midday, this adventure meaning more to him than it does to the runner who is merely after the money for the sake of the money. Along toward dusk they started lowering the cases aboard and stowing them snugly, so that the vicious rip of the Gulf Stream would not send him home with a cargo of broken glass for his pains. Night found him threading his way out of the narrow channel along the beach. For a few hours he steered by a dory compass, over which he had a hooded electric light, run by a dry battery, but by midnight the glass-topped dome of the Hotel at Miami Beach came up over the horizon and the changing colors, now red, now green, now white, gave him a guide, permitting him to switch off the tiny incriminating glow of his binnacle light.

As he neared the jetties, the blood rushed through his veins and his senses sharpened to a pitch far keener than when he had been one of the hounds and another the fox. In the starlight he caught the white wake of the Coast Guard patrol, as she crossed from one side of the rip-rap entrance to the other, saw her turn and run in, bound, as he well knew, to take a look at the other entrance, the South Channel. He followed along at a safe distance, content that so long as she ran, that his exhaust could not be heard. Just inside the harbor, as she moved off to the southwest, he turned sharply to the north, headed through the draw of the Causeway, connecting the City with the Beach, and now safe from pursuit, headed around the end of Star Island and across to the Miami shore, to the pre-arranged point of arrival. There he found a truck and four men who silently lifted out the contraband, tallied it, loaded it onto the truck, counted out a few bills of large denomination, paid them over, hopped into the seat and drove off with a quietness unknown to the legitimate truck driver, leaving him to run back along the shore and up the Miami River, where he moored unobtrusively among a hundred other craft, jumped ashore and was again walking up the street to his lodgings

(*Continued on page* 80)

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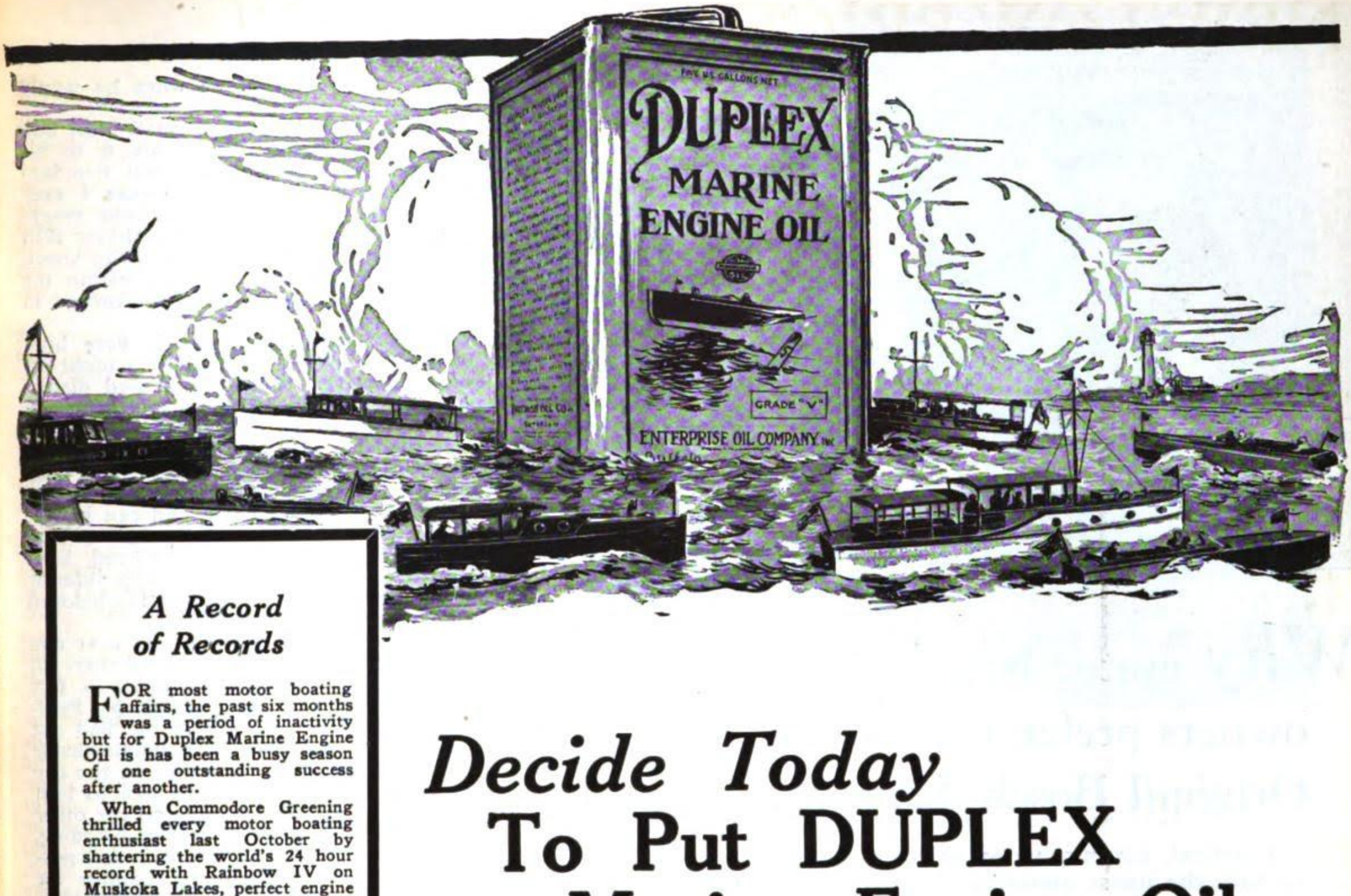

A Record of Records

FOR most motor boating affairs, the past six months was a period of inactivity but for Duplex Marine Engine Oil is has been a busy season of one outstanding success after another.

When Commodore Greening thrilled every motor boating enthusiast last October by shattering the world's 24 hour record with Rainbow IV on Muskoka Lakes, perfect engine performance was maintained because Duplex Marine Engine Oil was in the crankcase.

Then came the Florida racing season and a long list of victories for Duplex — Gar Wood clinched the permanent possession of the Fisher-Allison Trophy with Baby Gar VI; Miss Tampa won in the Gold Cup class; Miss Palm Beach won the Bradley Trophy, and the Biscayne Baybies and Tampa Baybies gave one wonderful demonstration after another, all running on Duplex Oil.

But more wonderful still, in all the Florida racing season ***there was not one single case of engine failure or mechanical trouble where Duplex was used.***

Duplex is proving supreme for marine use because it is not a re-named automobile oil but a specially developed lubricant ***with surpassing staying powers under the high heats and steady, hard pounding of marine service.*** It is made from 100% Pure Pennsylvania Crude—the source of the world's finest lubricants—and has been created by the makers of Duplex Motor Oil which has been serving Pierce-Arrow dealers and owners for more than a quarter of a century. It's time to find out what you can do with Duplex!

Why KASSON has so many Friends

Kasson, the only waterproof grease, stops leaks in water pumps, bilge pumps, stern bearings and stuffing boxes. It is used as standard equipment by Buffalo, Capitol, Detroit Marine-Aero, Gar Wood, Gray, Hall-Scott, Kermath, Niagara, Red Wing, Scripps, Stearns and Universal. Order a pound can today. Send 50c (60c on Pacific Coast). C. O. D. 12c extra.

Decide Today To Put DUPLEX Marine Engine Oil In *Your* Boat!

YOU want that freedom from engine troubles which comes with the use of Duplex Marine Engine Oil and this is the time of year to get it!

If there is no Duplex distributor near you, do not hesitate to buy from the makers direct. We are prepared to send you the exact grade of Duplex Oil that is correct for your engine and ship the oil in double-sealed containers, assuring its arrival in the same pure, clean, uncontaminated condition in which it leaves the Duplex plant.

In the same way that Duplex enabled Commodore Greening to break the world's 24 hour record and maintain perfect engine performance throughout the Florida racing season, so will this super-marine oil give you a new standard of engine performance in your boat.

Write today—tell us the make and model of your engine—for once you get started on Duplex you will never leave dock without it!

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MARINE DEALERS ***This is the time to ACT.*** Your best customers ***want*** Duplex Marine Engine Oil and it will pay you well to serve them, for you can develop a remarkably repeat business with this super-fine marine lubricant. Send this coupon back at once.

Enterprise Oil Company, Inc.,
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Kindly send your introductory dealer proposition on Duplex Marine Engine Oil.

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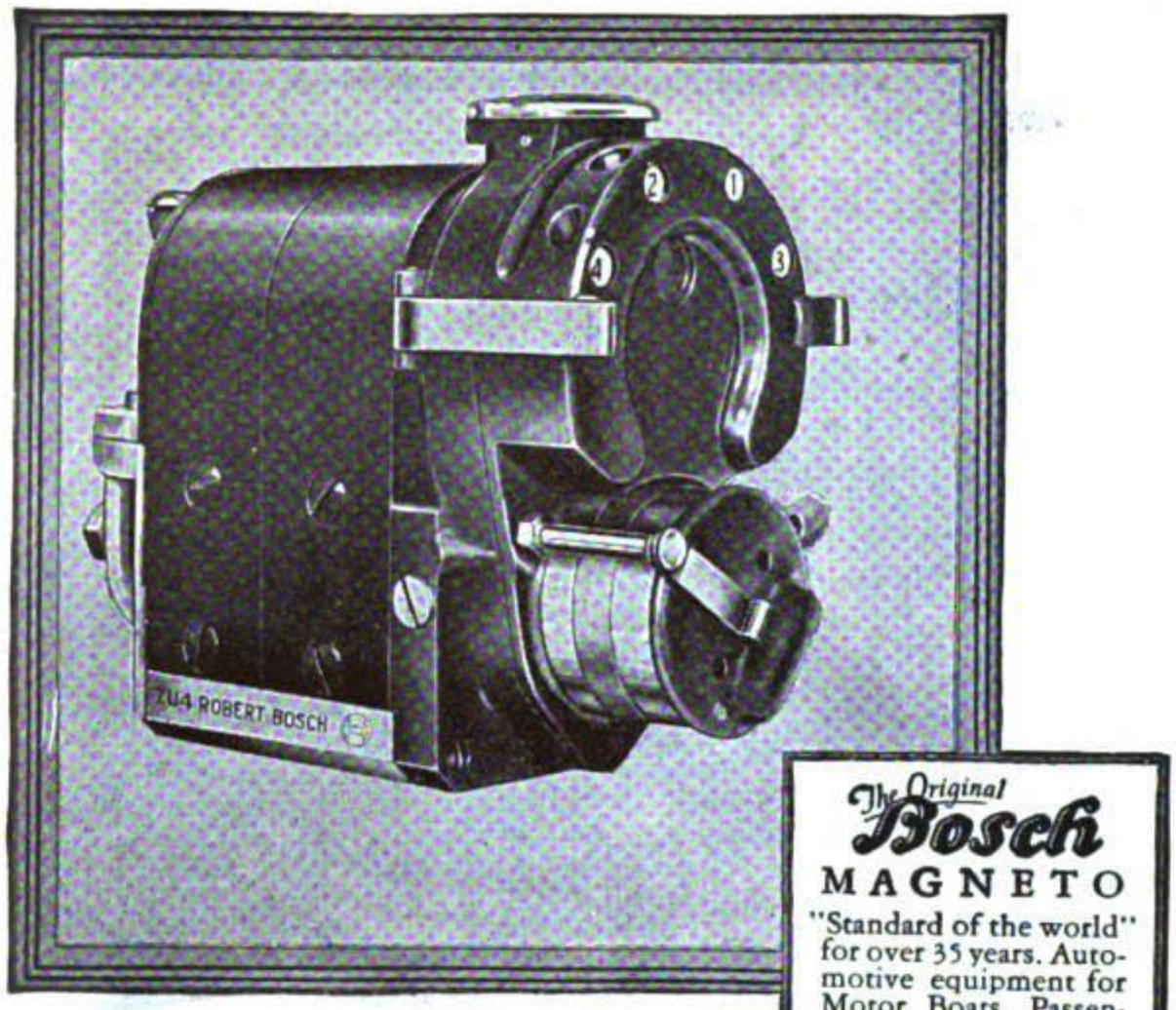

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"Standard of the world" for over 35 years. Automotive equipment for Motor Boats, Passenger Cars, Motor Busses, Commercial Cars, Tractors and Gas Engines.

A TYPE FOR EVERY PURPOSE

Why motor boat owners prefer the *Original* Bosch Magneto

Practical, automotive experience, the use of only the finest materials obtainable; accuracy of design and painstaking attention to details of manufacture, are the factors that combined years ago to establish the *Original* Bosch Magneto as "Standard of the world."

Today, these same good qualities have carried on to the extent that now over 3,000,000 owners of *Original* Bosch Magnetos know the meaning of *dependable ignition* under all conditions.

This element of dependability has not been built up in a day. It is the natural development of years of "knowing how" and of building up to a standard rather than down to a price.

Robert Bosch Magneto Co., Inc., 115A West 64th St., New York, N. Y. Chicago Branch, 1302 South Wabash Avenue.

This trade mark and the name "Robert Bosch" are your guaranty of *original* Bosch quality as known the world over since 1887. Specify "Robert Bosch" in order to get the *original* and genuine.

The Original Bosch

ROBERT BOSCH MAGNETO COMPANY, INC.

No connection whatsoever with the American Bosch Magneto Corp.

Liquid Gold

(*Continued fro mpage* 78)

at about sunrise, or very near to the time when he would have come off duty from the Coast Guard.

After a hearty breakfast, he purchased a small steel box at one of the stationers on Flagler Street, took it to his room, put the bulk of the proceeds from his first trip into it, took block of paper and wrote on it, "In case I ever went away and didn't show up again this box and everything in it belongs to Pauline Chase of 6457 Northeast 27th Street. Joseph Delly." He profoundedly folded the sheet, put it in an envelope, licked the flap, placed it within the box, sat down and grinned to himself and then turned in for a day's sleep.

That evening, he went to call on Pauline, in very high spirits, explaining to her that he had been given a night off duty. The high spirits, however, turned damp and dismal when a young man of far more dapper dress and infinitely more polished of manner put in an appearance shortly thereafter and was introduced with the identification that he was a clerk at the Hotel Macurmy, a recently acquired acquaintance of Pauline's. As the interloper scintillated that evening, Joe's sufferings were indescribable, and can be appreciated only by some man who has sat through a long session, in a party of three, made up of his beloved, himself and a third specimen whom he knows is wholly inferior to himself except that he has a deadly fear that his beloved will fail to appreciate the fact.

For two hours he sat there in a blue funk. So near and yet so far. He resolved to stick it out, if he stayed there all night. His rival was apparently equally inspired, in fact they stayed until a scandalously late hour, judged by Pauline's standards. They might have been there yet had not her father dropped his shoes overhead with unmistakable intent. They both heard it and registered, but as on the one hand Joe was in a state of mind to stay if he had to beat up both her father and the chief of police, while on the other the room clerk was beset by inhibitions of gentler breeding, the latter obeyed that impulse, and left, with Joe in full possession, only to be called down promptly by Pauline for not leaving long ago.

"Do you like him better'n me?" he shot out at her, fairly bristling, in the manner which so delights the more deadly member of the species, and is a heritage of the knightly days of Richard Coeur de Lion, or even an age long before that, when they first learned how to drive men nearly crazy. Of course, she laughed at him and he went away more dismal and more determined than ever.

He made two more successful trips after that. There is not much to add to that statement. They were both just like the first trip. He had by this time put some four thousand dollars into that little steel box and could hardly keep from patting it the last time he locked it. This was dead easy. He began to wonder how long he would keep this up before he was satisfied that he had enough. Why in the course of a few months, he would have enough with which to open a bank. He would not have to go into the garage business with its small profits. He could open up a real estate subdivision, put in a few streets and a few ornamental lamp posts and catch the northern suckers as they came down looking for a chance to get rich quick. This was a profession almost as profitable as bootlegging and very much more respectable.

In that state of mind he again set off across the Gulf Stream. The night before he had again found that measly clerk at Pauline's house. She had toyed with first one and then the other. She had complimented Joe on the excellent appearance of a new suit of clothes he had acquired but then had immediately spoiled it by turning to his rival and telling him that she thought him so witty, upon the occasion of some jest that Joe considered pointless. He had inwardly writhed and not wholly concealed his pain. He felt that he must work fast, that he must accumulate that pile, that he must get out of the game. He knew that if Pauline gained so much as a suspicion that he was not doing his Coast Guard work, that her keen mind would soon drag the truth from him, or enough to guess at it, and turn from him as she would from a murderer. He did not kid himself on that score at all. He had learned to see underneath all her banter and knew the idealism that shone out white in her Presbyterian soul. He had to act fast and get out. He told it to himself over and over, as the tropical sun added another layer of tan to his many coats of bronze, and his little packet walloped up over the waves of a playful Stream.

The rum storehouse skipper gave him a cordial welcome, now that they had become well acquainted and Joe was known to be a straight guy. Before he took his noonday nap, they sat out under a tattered awning swapping yarns,

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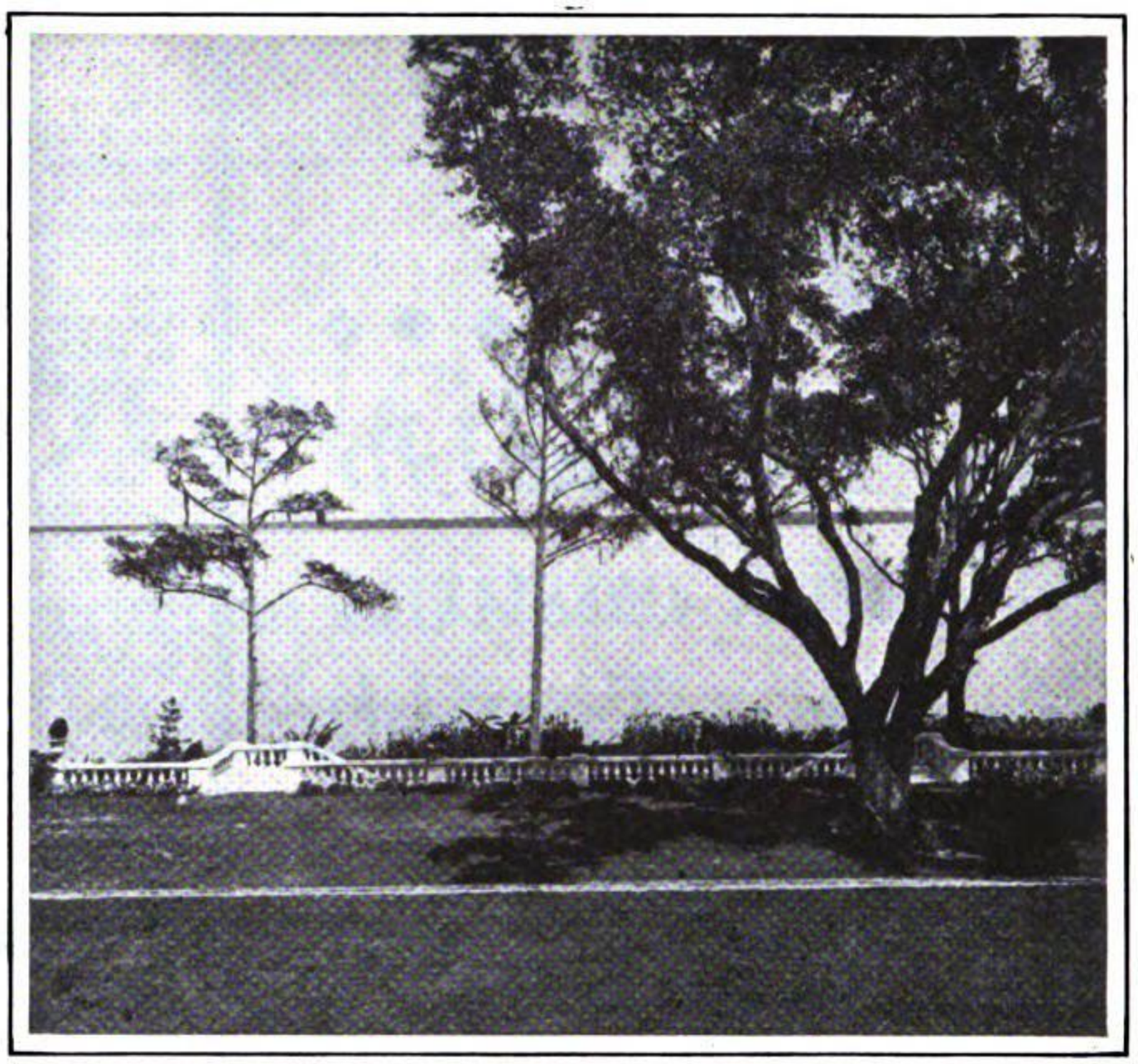
For water sportsmen



.... a country without parallel in all America!

IMAGINE a broad expanse of water, five miles wide at its widest, with a navigable length of more than 200 miles! Think of this mighty stream flowing majestically through lake after lake, one of which covers more than 50 square miles of land . . . leading you on through tropical forests of almost unbelievable beauty! Imagine this —and you can gain some conception of the River St. Johns, in Florida.

Yachtsmen from both sides of the Atlantic find here a chosen gathering place. Houseboats, canoes, launches, high-powered speedboats—every kind of pleasure-craft plies this vast river. And venturous sportsmen find a constant challenge to their imagination in an endless succession of small streams and lagoons that thread the land.

Water-lovers from all over the world come to Jacksonville! They build their homes here!

And Jacksonville and its surrounding territory offer far more than opportunities for year-round water-sports. Jacksonville is a thriving ocean port—an industrial center just entering upon its real development. It is the gateway to all Florida from the North—the clearing-house for Florida's lumber, fruits and vegetables. Less than one-fourth of Florida's extremely productive agricultural belt has been developed. Jacksonville is already the largest port on earth for resin and turpentine, and its manufactures are growing rapidly.

As a business center, as a place to invest, as the most delightful all-year water-section on the American continent, Jacksonville offers to you sure opportunities for pleasure and profit that demand your investigation.

Ask us to tell you about its advantages. Write for the free booklet. Come to Jacksonville—by train, by motor, or on one of the many steamships that call regularly at this gateway to the tropics. Live in Jacksonville's luxurious hotels. Enjoy its varied pastimes—its unusual business opportunities. Feel the life-giving effects of its breeze-swept, sea-tempered air. Write for the free booklet now. Address Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.

Believers in Jacksonville

"AN ASSOCIATION OF REPRESENTATIVE BUSINESS MEN
INCORPORATED FOR THE SINGLE PURPOSE OF COMMUNITY ADVERTISING
AFFILIATED WITH JACKSONVILLE CHAMBER OF COMMERCE"

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WHY...

Do You Put Up With Constant Lighting Trouble?

Haven't you had enough annoyance with those run-down batteries—those smelly oil lamps? Don't go through another season that way—end the agony once and for all by installing HOMELITE.

The only suitable light plant for boats under 60 feet in length.

The light plant that is in use all over the world because it *makes* good and *is* good!

SPECIFICATIONS

Length 21", width 14", height 21". *Weight:* 110 pounds.
600 watts. 12-32-110 volts. With or without batteries.

The portable electric light and power plant

$195 without batteries

Write Dept. E-5

HOMELITE CORPORATION

Grand Central Terminal, New York

Marine Distributors

Smith-Meeker Eng. Co, New York, N. Y.
Hector C. McRae, Baltimore
Henry H. Smith, Detroit
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A. M. Deering, Chicago, Ill.
So. Water Supply Co., Tampa, Fla.
Walter H. Moreton Co., Boston, Mass.
Warren F. Meier, Lakewood, Cleveland, O.
Harcol Industries Inc., New Orleans, La.
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Hoffar Marine Const. Co., Vancouver, B. C.
Seattle Marine Equipment Co., Seattle, Wash.

There is a HOMELITE Dealer near you — let us arrange a demonstration

Liquid Gold

(*Continued from page* 80)

Joe, of the war and his days below with the black watch, the skipper, on earlier days in the fore-and-afters, when he sailed to the west coast of Africa, with calico and beads and brought back molasses, and now and again a cargo of mahogany logs. He was very old, but with a cheery, bright eye. Joe felt in an expansive mood, opened up his heart and confided his troubles. The old man squinted, spat nearly over the rail through a missing front tooth, tipped his head to one side and said, "Well boy, the women, they is a different lot to figger out, they is. I recollects a girl what I was in love with, back in Salem, when I was about your age, and she was a ship-shape young woman, she was. But I has to go on a long trip to Pernambuco, and when I gets back, she has married a feller what worked in a store and what wore his clothes better'n I did. I was tolerable well laid on my beam ends, I was, all right, but after a few years I marries a good woman, what made me a good wife and she had been dead these thutty years, God rest her soul."

Joe did not sleep after that. He tossed around in his berth. That room clerk with his nice fitting sport suit stuck in his mind. The sun had disappeared. He got up to look at his watch. It was only three o'clock. He looked out a port. Black clouds scudded up from the northeast. The pea-green water of Bimini Bay had turned to slate. He lay down again. Presently the skipper opened the door cautiously to see if he was awake. Joe turned and the old boy said to him, "Son, I isn't going to load you this afternoon. They is a heavy blow making up, the glass, it has fallen four-tenths in the last hour. You cannot make it acrost there tonight." "Yes I can," Joe spoke up sharply, "load me up. I have got to make it." "Well," drawled the skipper thoughfully, "It isn't no skin off'n my shins what you nitwits does," and with that he walked out and started the work of putting the cases aboard.

Even along the shore, and a wind'ard shore at that, the water frothed as Joe headed out along that white beach, now turned gray. For a few miles, with darkness falling, the going was not so very bad. Then he drew out of the shelter of the Bahama Bank and more than spray began to blow aboard. Joe had a power bilge pump, that he had rigged up, that ran with the engine. He stooped below, into the tiny motor compartment and turned it on. For a time, it sucked her dry. He could hear the air snuffling in through the strainer when he stuck his head below. Then he got into the edge of the Gulf Stream.

Now when the wind blows hard, out in the open ocean, the waves lengthen out, as they build up higher. The small boat simply climbs up onto the mountains and drops easily off into great valleys. That is why the small boat oftentimes lives out a gale that swamps a larger vessel. That is why fishermen on the Grand Banks can work from their dories in weather which washes green water over forecastles. Not so with the Gulf Steam off the Coast of Florida. Here this tireless ocean current sweeps on at nearly three knots, always to the northward. When a northeaster combs down against it, the seas build up as they do in the open ocean but the current stacks them up against the wind. The heights rise, but the distance between crests remains short. They become breakers, or what is known as a rip, as if they were crashing on a beach. They veritably fall into a small boat.

Too late now to turn back, Joe realized that he had been mad to try it. He could no longer stand up to steer. He had to crouch down, hold onto the edge of the cabin with one hand, and turn the wheel with the other. He closed up his engine room hatch and could no longer hear his pump suck or how his motor fired. They began to break over the starboard quarter. The cockpit was supposedly self-bailing, that is its floor was above the waterline and it had scuppers that lead overboard. At first the seas drained out as fast as they came in. He could tell this by feeling the water rise and fall around his legs. He had no binnacle light to steer by that night. He kept the seas on the starboard quarter. This made his course about west, towards Miami. He debated about turning back. Mimini was much nearer. He finally tried it. She performed a corkscrew, the bow bit into green water. A breaker came right up over the cabin, nearly tore him from the wheel and filled the cockpit. He slowed her around to the westward again. He never could get back. His only chance was to run with it, quartering to the wind, quartering to the waves.

He must have kept this up an hour or more. He must be making pretty good time, pushed by that gale. He must be nearly in the middle of the stream by now. It would be no worse. It might be a bit better after he once got by the

(*Continued on page* 86)

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ANNOUNCING

A New Yacht Construction and Marine Repair Service on Long Island Sound

The New Haven Marine Construction Company

MAIN OFFICES AND YARD

West Haven - - - Connecticut

New Construction

Wood, Steel or Non-Corrosive Metal
Power, Sail or Auxiliary

Marine Repair Work

The largest Marine Railway between New York and New London. Two Docks. Ample Facilities and an experienced organization.

Correspondence Invited

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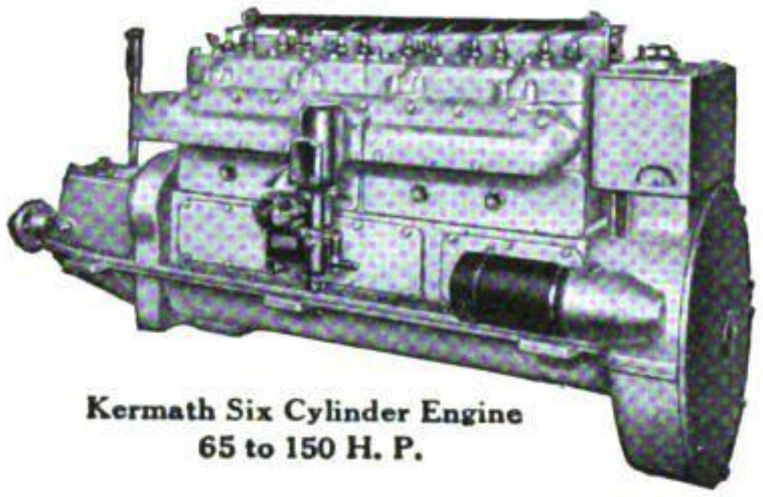
3 H. P. to 150 H. P.



Kermath Six Cylinder Engine
65 to 150 H. P.

$135 to $2150

f. o. b. Detroit

The World's Standard For Every Boating Need

For years the Kermath Marine Motor has given reliable, dependable service to thousands of owners in every part of the world.

It is just such service that has brought to Kermath the prestige and reputation that have made it the standard by which all other marine motor performance is judged.

"As good as a Kermath" is a slogan that many a marine motor would be proud to bear.

And long life is but one of the features of Kermath performance. Almost without mechanical attention of any sort, it gives that service that is the delight of Kermath owners. Maintenance and repair bills are therefore almost negligible —a further source of satisfaction to the owner.

And underlying all of this is the fact that the design of the Kermath is as simple and efficient as modern engineering can make it. The materials of which it is built are the finest we could obtain, and finally, "Good-Intent" is built into every Kermath as part and parcel of its construction.

We will be glad to quote you from testimonial letters received from Kermath owners, perhaps from one right in your own vicinity, telling of Kermath performance in every day service—in perhaps the exact service for which you desire your Kermath.

KERMATH MANUFACTURING COMPANY
5879 COMMONWEALTH AVE., DETROIT, MICH.
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KERMATH
"A Kermath Always Runs"

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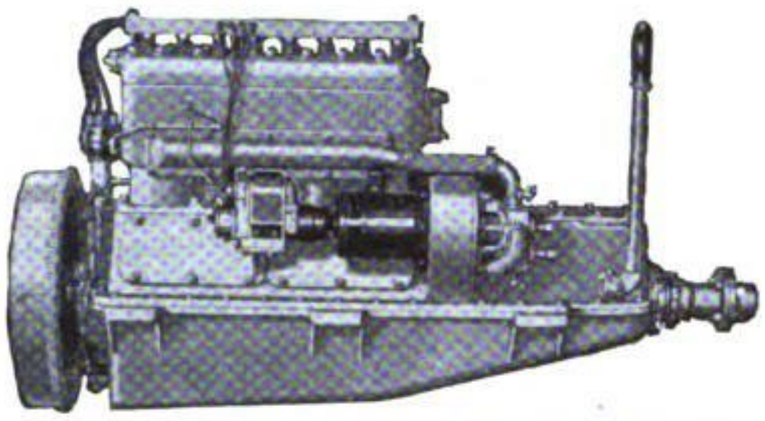

$135 to $2150

f. o. b. Detroit

Kermath Four Cylinder Engine—35 to 50 H. P.

We Have Said—and Now Repeat There is a Kermath for Every Boating Need

So wide is the selection offered in the Kermath line, ranging in power from 3 to 150 H.P. and in 2, 4 and 6 cylinder sizes—priced from $135 to $2150—that every need for a marine motor can be met in a Kermath.

Each size of Kermath Motor has stood the test under the most trying circumstances and conditions. You cannot find a safer or sounder marine motor investment—than in a Kermath.

Whether for the light, easy work of pleasure-boating, or the stern requirements of work-a-day commercial service in rough-going seas, the Kermath never fails to give satisfactory performance. And it gives that performance day in and day out—year in and year out.

Rugged, simple, sound construction is responsible for Kermath dependability, all of which is due to the years of experience in building marine motors of the men responsible for the production of the Kermath.

Marine motor production is the one job of the Kermath plants, and all our facilities, all our engineering skill are directed to making Kermath Marine Motors the best motors that can be built.

KERMATH MANUFACTURING COMPANY
5879 COMMONWEALTH AVE., DETROIT, MICH.
11 E. WELLINGTON STREET, TORONTO, ONT.
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KERMATH
"A Kermath Always Runs"

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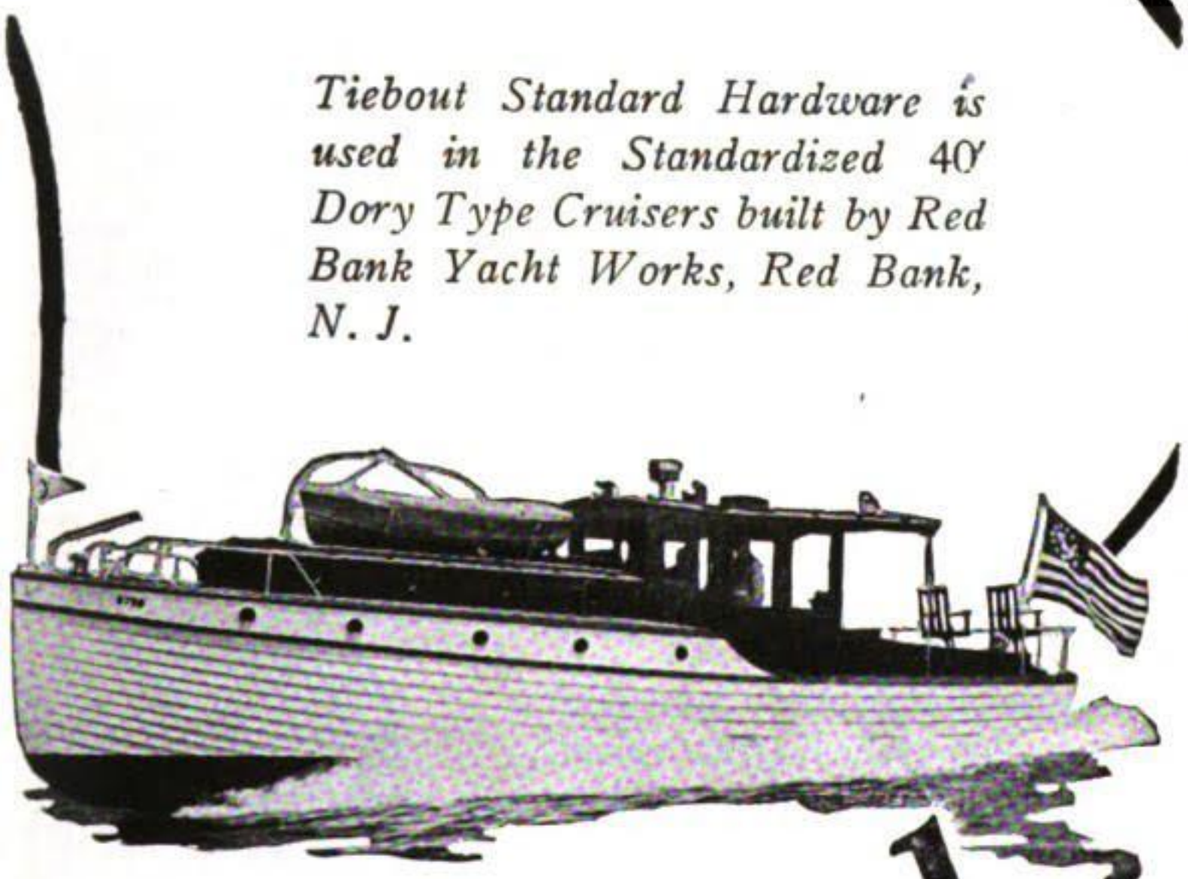
Locks and Latches for Doors and Hatches

By using Tiebout standard hardware and equipment, boat builders are assisted in producing standard one-design craft of highest quality at attractive prices.

Tiebout service includes prompt deliveries from complete stocks.

Tiebout Standard Hardware is used in the Standardized 40' Dory Type Cruisers built by Red Bank Yacht Works, Red Bank, N. J.



Standard Equipment

W. & J. TIEBOUT
MARINE HARDWARE
118 Chambers St. New York

Liquid Gold

(*Continued from page* 82)

axis of greatest current velocity. Then he felt the water higher on his legs. It got up to what he knew was the cabin door level. No cabin door can be made tight. The water was getting into her somehow. His bilge pump was not keeping up with it. He wished he could throw some of the whisky overboard. He couldn't leave the wheel. She would broach to.

Then he felt, rather than heard, the motor miss a couple of times. He knew what that meant. Wet batteries. Wet plugs. If he opened the hatch, the seas would break in anyway. He was glad he had a life preserver in the cabin. He wondered vaguely when he should get it. Then the motor stopped. The boat sagged around into the trough. The first wave engulfed her. No use waiting now. He opened the cabin door. He caught hold of the life preserver, got down on his knees in the swash, tied it around him. Then he lost his balance and hit his head awfully hard on the coaming.

Then she buried, hung a moment and went right out from under him. He took a couple of strokes. One of the straps of the life belt snapped. Too bad. Should have been more careful about anything like that. Then the other one snapped and the life belt dropped off. Couldn't stay afloat in this sea. A wave broke over his head. Wondered if Pauline would miss him if he got drowned. She seemed a long way off. He wondered if that steel box would reach her all right. That would show her he really loved her. There were so many crooks in the world. Wonder how she would think he got so much money. He hoped she would never know. Then something struck him hard. He put his hand out. It was a big hatch cover. Must have blown overboard from some yacht and when they put back, they could not find it. Ocean a big place. Hard to find a man in it. Could keep up with that big hatch though. He pulled himself half up on it. Shook the water out of his eyes.

Then a short way off he saw the running lights of a steamer. All of them. The red and green equally bright. The white range lights exactly in line. She was coming straight at him. If he could make them hear he would be picked up. If he was, he would quit this thing for good. Rotten business. Always get into trouble some way.

The steamer was right up close to him now. He pulled himself up as high as he could. He shouted, waved his hand. She was fairly towering over him. He saw the watch, in the bow. He screamed. The watch looked over the rail, saw him, turned towards the bridge. But they did not see him in time.

The G-6 Scripps

(*Continued from page* 40)

The engine follows the L head type, and has a bore of 4¾ inches at a stroke of 5¾ inches, giving a volume of 612 cubic inches. The design follows the most modern theories in manifolding and carburetion. Dual carbureters and manifolds with scientifically designed hot spots, insure an engine of rare performance and economy. Under tests it has shown itself to be practically without a vibration period. It is due largely to the splendid crankshaft, 3 inches in diameter, and provided with a special patented system of counter weighting. A double deck oil pump provides complete lubrication, and is so placed as to be instantly accessible on the outside of the engine. An oil cooler is similarly provided which cools the oil twice, first as it comes from the sump, and again on its return to the sump.

The valve tappets operate in a continuous bath of oil. Between the first and second hand hold plates is located an oil filter of generous proportions. This is removable from the outside for cleaning. A convenient filler cap is provided in the same assembly.

Another splendid detail is a plunger pump, provided for the easy removal of the old oil from the sump. This is located within the filter assembly and reached by the removal of the thumb nut at the top.

The motor is simple in outline, and reveals unusual thoughtfulness in the arrangement of accessories, all having individual drive absolutely independent of any other instrument. Conveniently located hand hold plates render all vital parts readily accessible.

The reverse gear is of the ball bearing type, is unusually compact and offers a wide factor of safety. The reverse ratio is 90%.

Electric starting is Delco two units, and ignition is by Delco two spark distributor.

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Carefree hours - - afloat . . . . ashore

When you cruise the New England coast this season—put in at Allen's Harbor in Harwichport, on old Cape Cod.

On the shores of this snug anchorage you'll find the site for your vacation-time home . . . secluded among pines and facing the green waters of Nantucket Sound. Your neighbors will be genial people—refined and friendly—their homes will please you, too. On every hand is the sport you love . . . golf, tennis, riding, and always, the sea. That your contentment may be lasting, development is of the highest type, and rigid restrictions are enforced.

Let us send you the Allen's Harbor booklet.

Cape Cod Real Estate Trust

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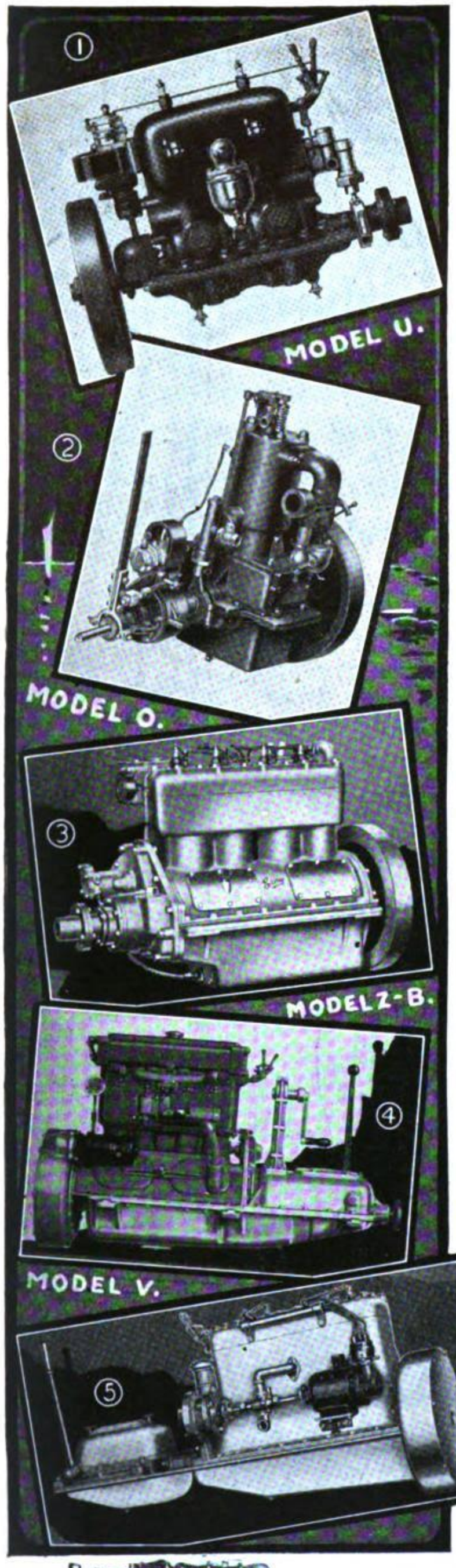
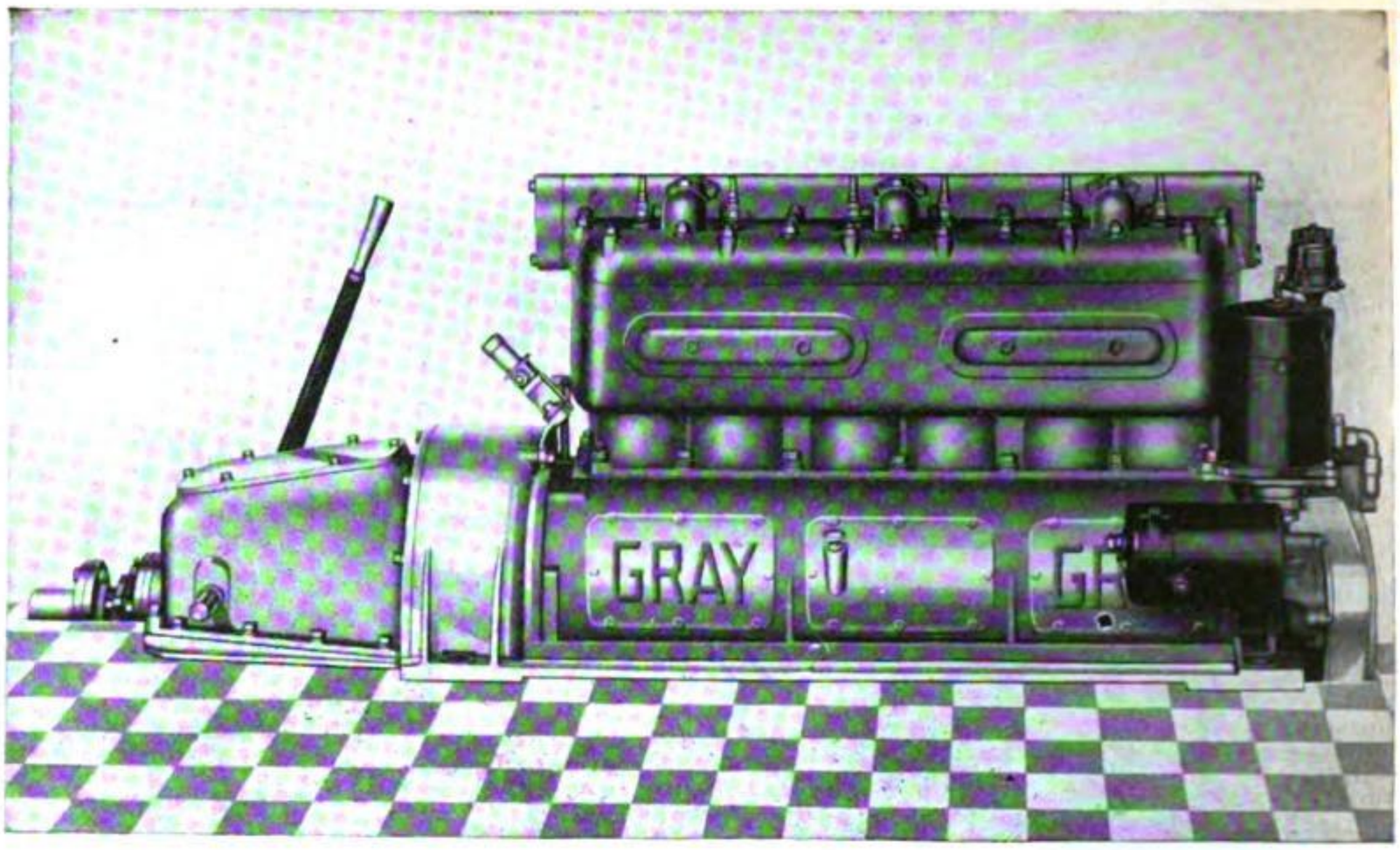




Two New Gray Sixes

"Supreme Six": *50 H.P. Bore 3⅜". Stroke 4½". Weight 635 lbs. 300 to 2,000 R.P.M. Crankshaft, 2" diameter. With starter and generator and Paragon gear.*

"Imperial Six": *75 H.P. Bore 3⅞". Stroke 5". Weight, 785 lbs. Crankshaft is 2½" diameter. Connecting rods are 11¼" long. With electric starter, generator, and Paragon reverse gear.*

60% of GRAY Sales Are to or Through Present GRAY Owners

Over 60,000 GRAYS In Use

THE best recommendation any marine engine can receive is from its users. So highly do GRAY owners regard their power plant that 60% of all GRAY sales are to or through present GRAY users. In other words, over 60,000 owners of GRAY powered boats say, if you want the unparalleled in marine engine values, GET A GRAY!

Of course, this value is measured by something more than the lower dollar-for-dollar initial cost of the GRAY. It's also the superb performance, finer workmanship, higher quality, sounder engineering principles, greater endurance and the real economy of the GRAY.

Write Now For These Gray Catalogs

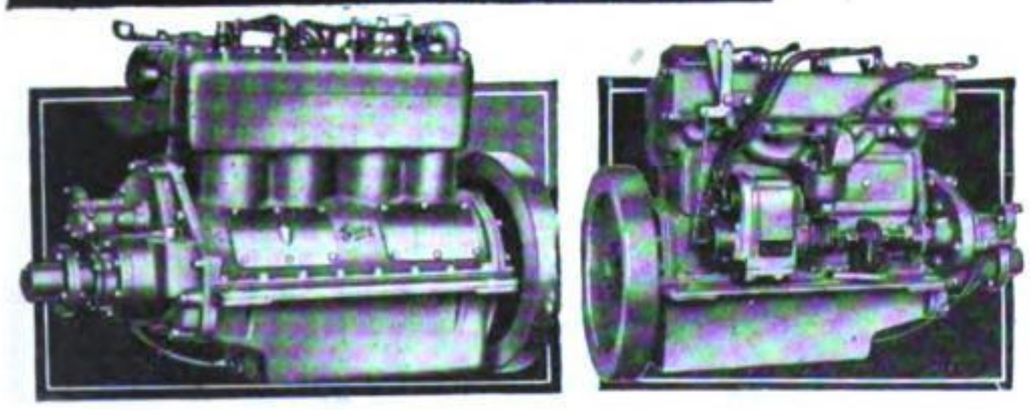
Model "O," single cylinder, 4 cycle, 5 H.P. ..... $99 to $136
Model "Z," 20-25 H.P. ..... $395 to $466
Model "ZB," 20-25 H.P. ..... $270 to $295
Model "V," 25-35 H.P. ..... $595 to $720
Model "H-50," 50 H.P. ..... $525 to $700
Model "H-70," 70 H.P. $1000
Model "Z-6," 50 H.P. Model "A-6," 75 H.P.
Model "U," 2 cylinder, 2 cycle, 6-8 H.P.

Get the Facts on GRAY Today

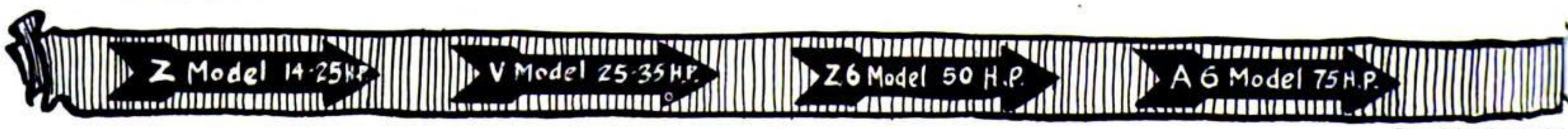
GRAY MARINE MOTOR CO.

6910 Lafayette Ave., East at Canton

DETROIT, MICHIGAN



Model "ZB," 20-25 H.P., uses the same parts as the famous GRAY model "Z," except that the reverse gear is separate and cannot be built-in. Price with generator, battery and propeller, $270, with Bosch Magneto. Impulse coupling $295.



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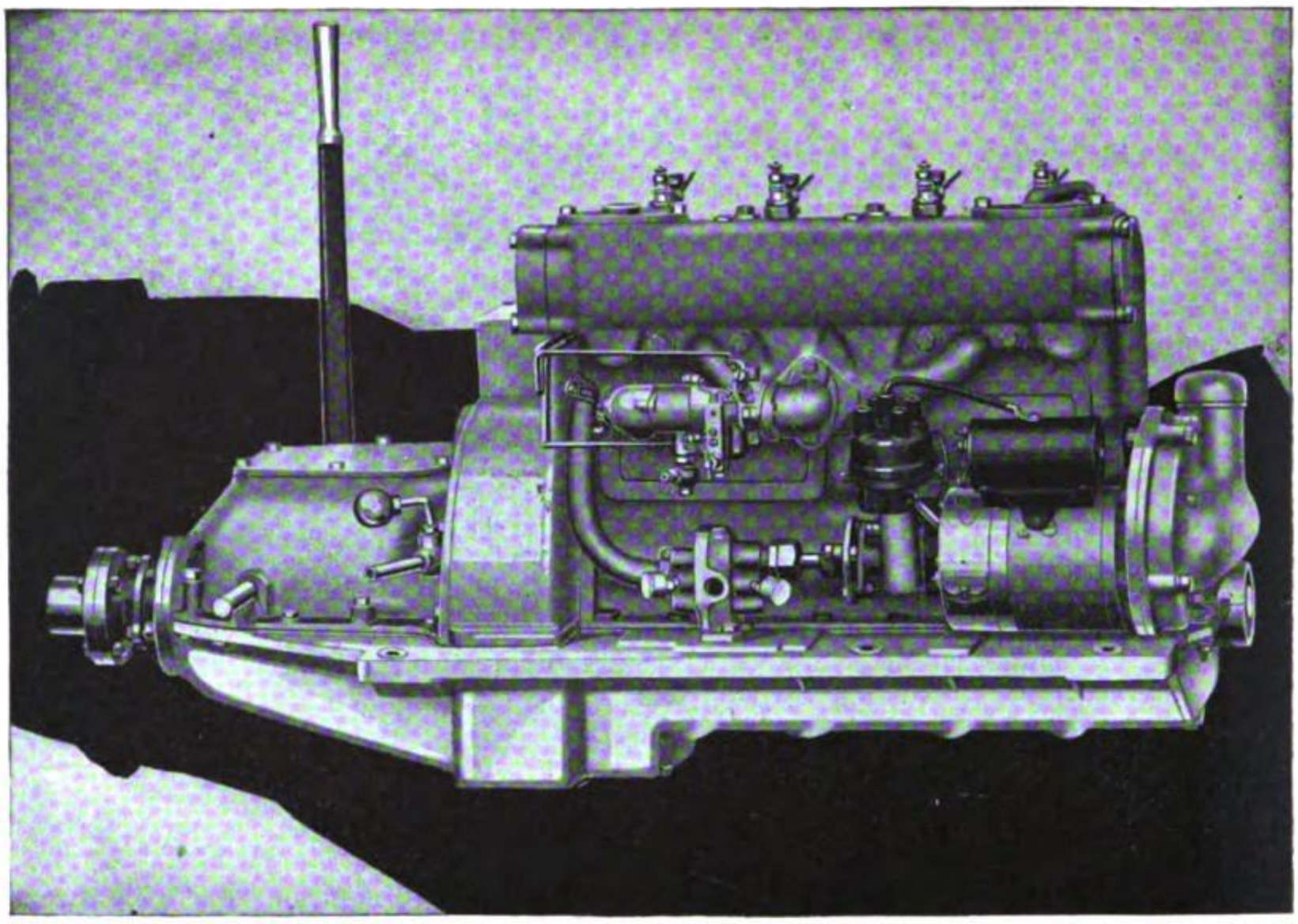
Model Z

20-25 H.P.

Price
$395 to $466



Here's Why This Popular GRAY *Outsells All Others In Its Class*

FIRST of all the GRAY model "Z" is used by over 100 boat builders. A recent order from the builders of Elco cruisers was the largest ever placed for this size of marine engine.

GRAY advanced engineering has eliminated vibration and created in a four the stability of a fine six. This was accomplished by placing the flywheel between the source of power and the load. Furthermore, it is perfectly balanced by the finest engineering and shop practice. Owners tell us there is as much difference between the performance of the GRAY Model Z and other fours as there is between a four and six.

The GRAY Model Z is unusually compact. It is the shortest and lightest marine motor in its class. 63% of its surface is aluminum and it weighs only 388 pounds—with iron base, 70 pounds heavier.

A new oiling system, absolutely efficient and foolproof, gives perfect lubrication to all wearing parts of the motor at any angle. A "Last Drop" oil sump pump removes all dead oil in two minutes.

The GRAY Model Z is unusually complete in equipment. It reaches you ready to run. And then there is its low cost, making it the greatest marine engine value on the market.

Get the Facts on GRAY Today

GRAY MARINE MOTOR CO., 6910 Lafayette Ave., East at Canton
DETROIT, MICHIGAN

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NEW YORK CITY, N. Y.

GRAY ALDRICH CO.
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BOSTON, MASS.

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NEW ORLEANS, LA.

CARL ENGINE CO.
128 ARCH ST.
PHILADELPHIA, PA.

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Are You Cultivating This Highly Productive Marine Market?

Announcing the 10th Annual Detroit Regatta September 4th, 5th and 6th

Three gala days devoted to the most spectacular regatta ever staged in any waters. An annual event that has become famous for the number and variety of motor boat races, for the prominent yachtsmen who stage it and for the vast throngs of interested spectators who are able to watch the speed classics from both banks of the Detroit River for several miles. Estimated crowds on Labor Day alone last year totaled over 100,000 people.

The September issue of the Main Sheet will again be the official regatta program. A few copies of the 108-page issue of last year's program are available. See for yourself what this offered the advertiser last year. A copy will be mailed on request.

The Main Sheet for this issue will have a guaranteed circulation of 15,000 copies, or more.

The Main Sheet

3101 Woodward Avenue

DETROIT

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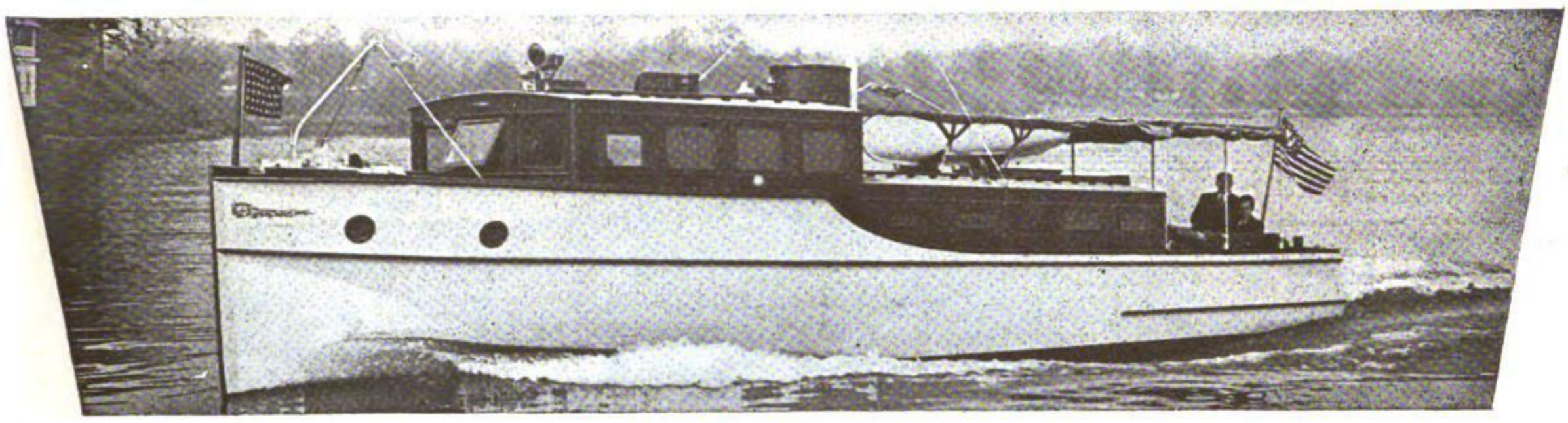
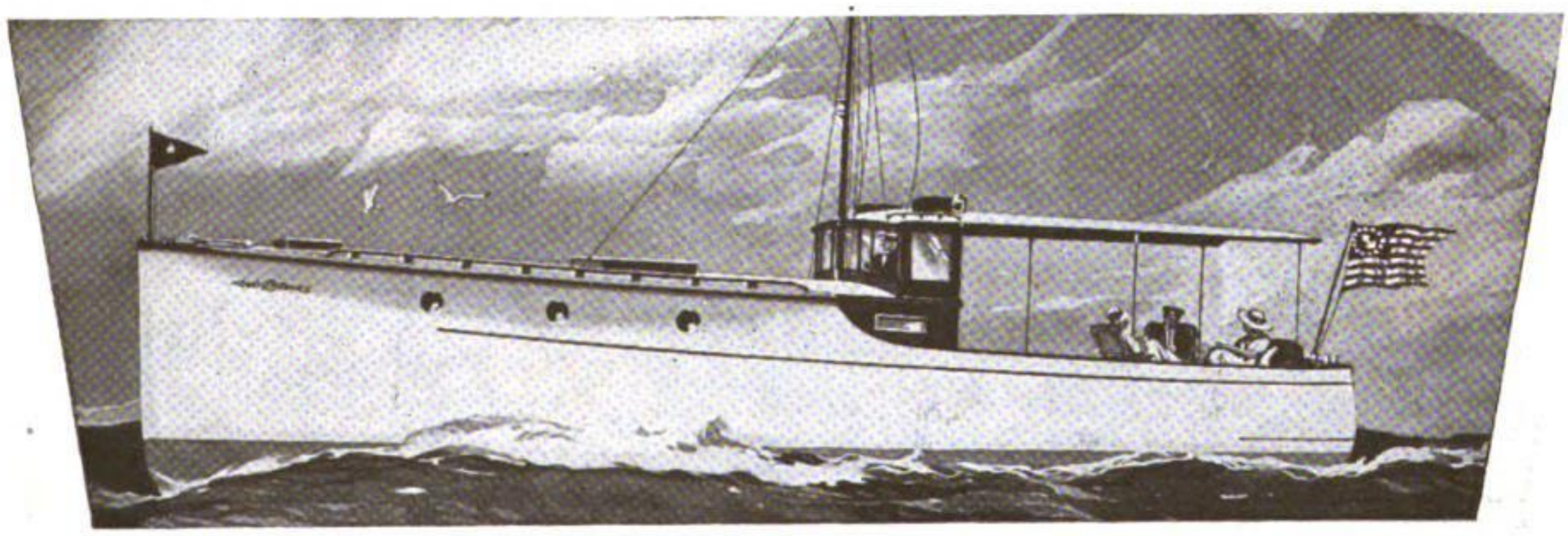
These Three Models Surpass All Previous Practice—Custom or Standard



47-FOOT CABIN CRUISER
This luxurious cruiser is an impressive sight in any harbor. It is powered with a six-cylinder, 100 H.P. Hall-Scott motor. Speed, 15 miles per hour. Comfortable accommodations for eight people.

41-FOOT BRIDGE DECK CRUISER
Note the jaunty lines of this 41-foot masterpiece. Every evidence of Greyhound speed yet a staunchness to defy storm-tossed seas. Mahogany trimmed with old ivory finish. Powered with a speedy Hall-Scott motor.



35-FOOT RAISED DECK CRUISER
An ideal family cruiser. Completely equipped with linens, silver, dishes, bedding, etc. Ready to cruise. Interior trimmings are mahogany finished with old ivory enamel.

YACHTING interest and enthusiasm created an enormous demand for A. C. F. cruisers. These staunch, graceful boats embrace certain definite luxuries and ultra-refinements embodied only in custom built boats of extravagant dimensions and equipment.

Only such vast resources as those of the American Car and Foundry Company combined with the skill of marine architects of international repute have made it possible to produce these innovations—at a price within reach of the average discriminating yachtsman.

a.c.f.

CRUISERS

S. CLYDE KYLE, 100 EAST FORTY-SECOND ST., NEW YORK CITY

A-C-F CRUISERS MAY ALSO BE PURCHASED AT JOHN WANAMAKER'S STORE, NEW YORK CITY

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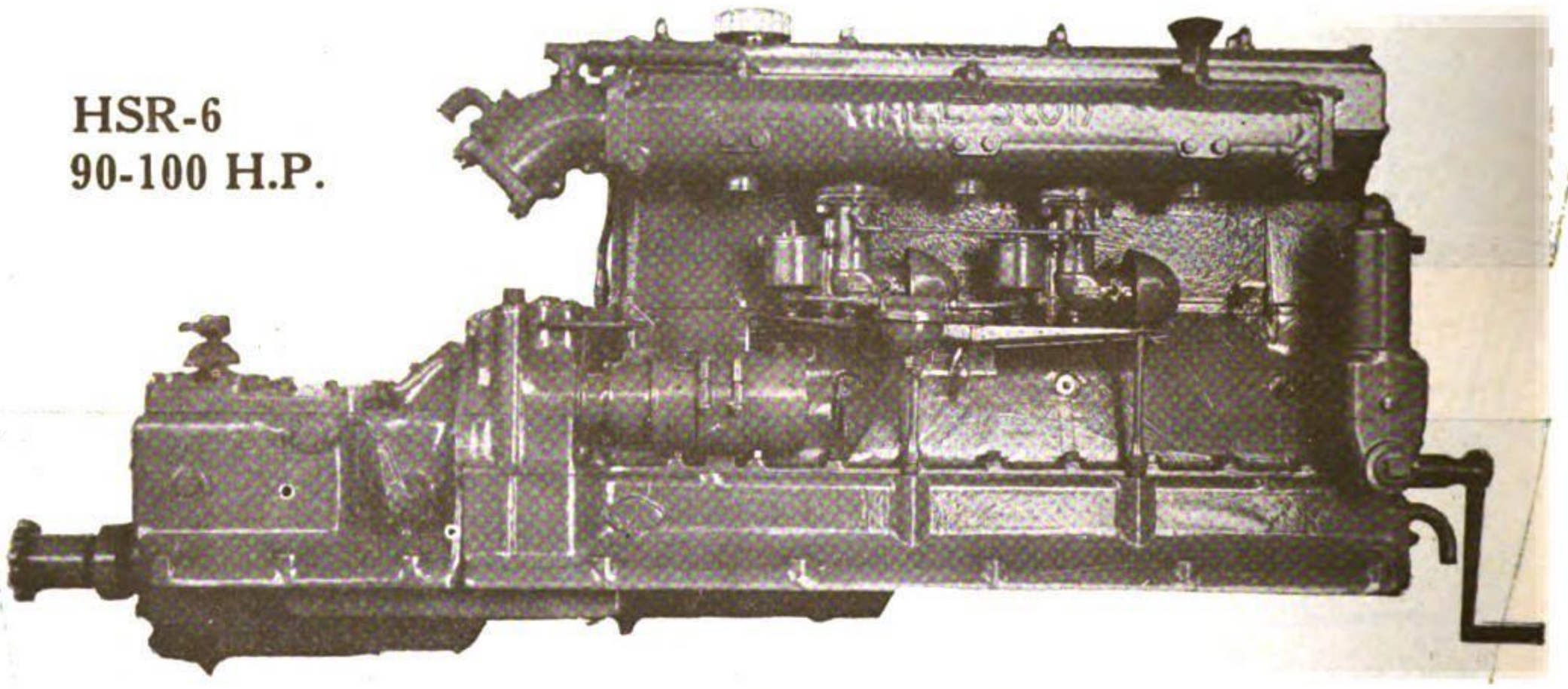
A.C.F. Cruisers — A.C.F. — HALL-SCOTT Motors

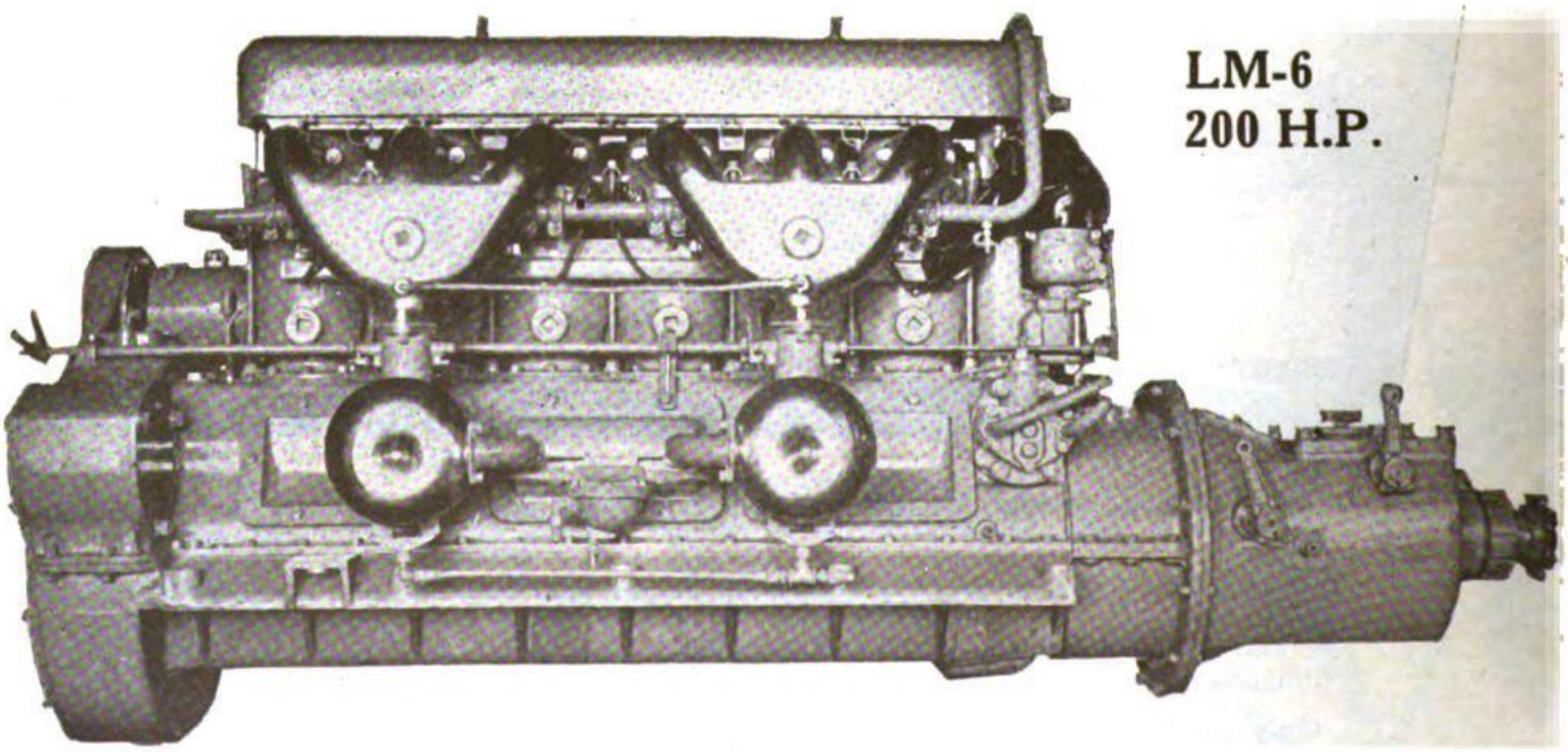
HALL-SCOTT

ULTRA MARINE ENGINES



HSR-6
90-100 H.P.

THE power plant must be the initial and most critical concern of the seasoned yachtsman. In any cruiser or speed boat the ***HALL-SCOTT*** *name on the engine at once answers fully. Among marine engines* ***HALL-SCOTT*** *motors rank only with those rare creations, usually importations, which are built to laboratory stdanards with a passion for pure science.*



LM-6
200 H.P.

COMPLETE LINE OF HALL-SCOTT MARINE ENGINES

HSM-4—50- 70 H.P.	1200-1800 R.P.M., 1290 lbs.	HSR-6—90-100 H.P.	600 or 900 R.P.M., 2200 lbs.
HSM-6—75-100 H.P.	1200-1800 R.P.M., 1590 lbs.	LM-4— 125 H.P.	1700 R.P.M., 1200 lbs.
HSR-4—60- 70 H.P.	600 or 900 R.P.M., 1750 lbs.	LM-6— 200 H.P.	1700 R.P.M., 1500 lbs.

Write us for detailed information

HALL-SCOTT MOTOR CAR COMPANY

461 EIGHTH AVENUE AT 33RD STREET — **NEW YORK CITY**

Factory: Berkeley, California

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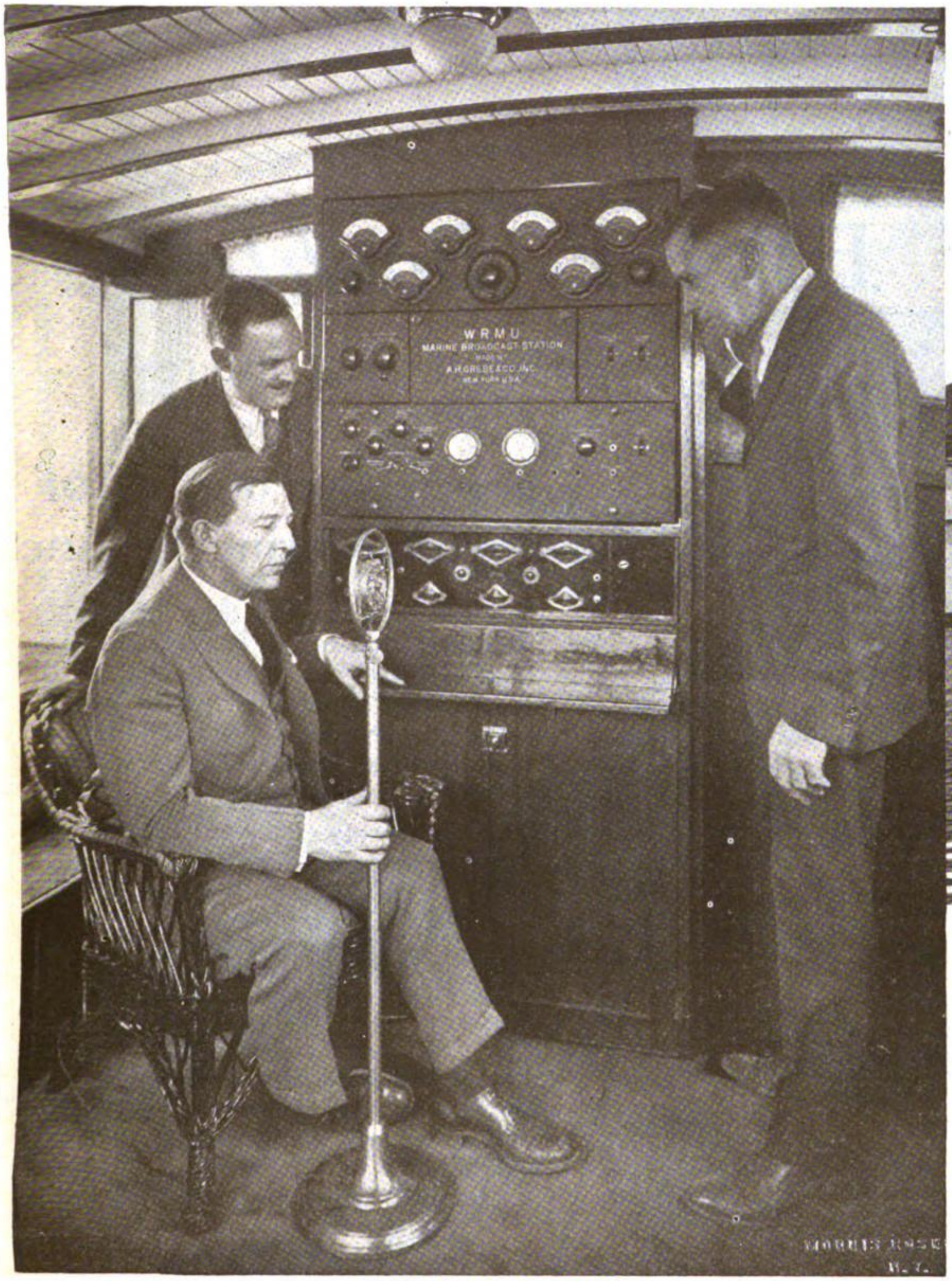
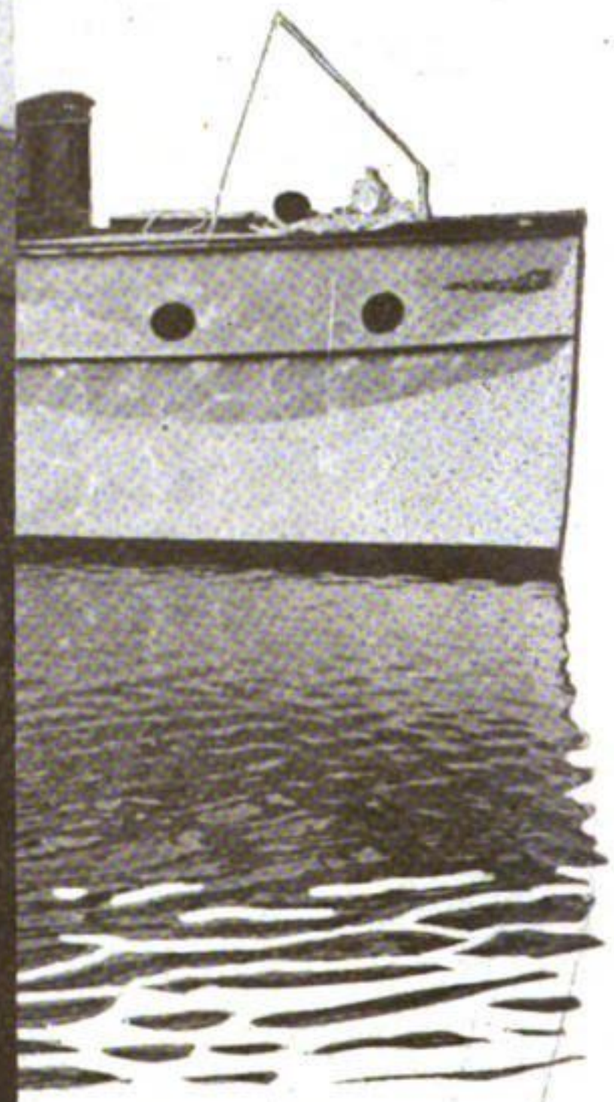
a.C.f. Cruisers | a.C.f. | HALL-SCOTT Motors

Station WRMU Broadcasting From An a. c. f. Cruiser





Douglas Rigney, Treasurer and General Manager, A. H. Grebe & Co.; S. Clyde Kyle, Sales Director for a. c. f. cruisers, and Commodore C. F. Chapman inspecting the 100-watt radio broadcasting station installed on Mr. Rigney's 47-foot a. c. f. standardized cruiser, the MU-1.

a. c. f. Forty-Seven Foot Cruisers Have Grebe Synchrophase Radio Receivers

The completeness with which the a. c. f. 47-foot cruiser is equipped and furnished, makes it only necessary for the buyer to put aboard food and fuel and the good ship is ready for sailing. To keep in touch with happenings ashore and enjoy your choice of radio entertainment, you merely have to tune in the Grebe Synchrophase Radio Receiver which is standard equipment on the boat.

A. H. GREBE & CO. INC. NEW YORK, N. Y.

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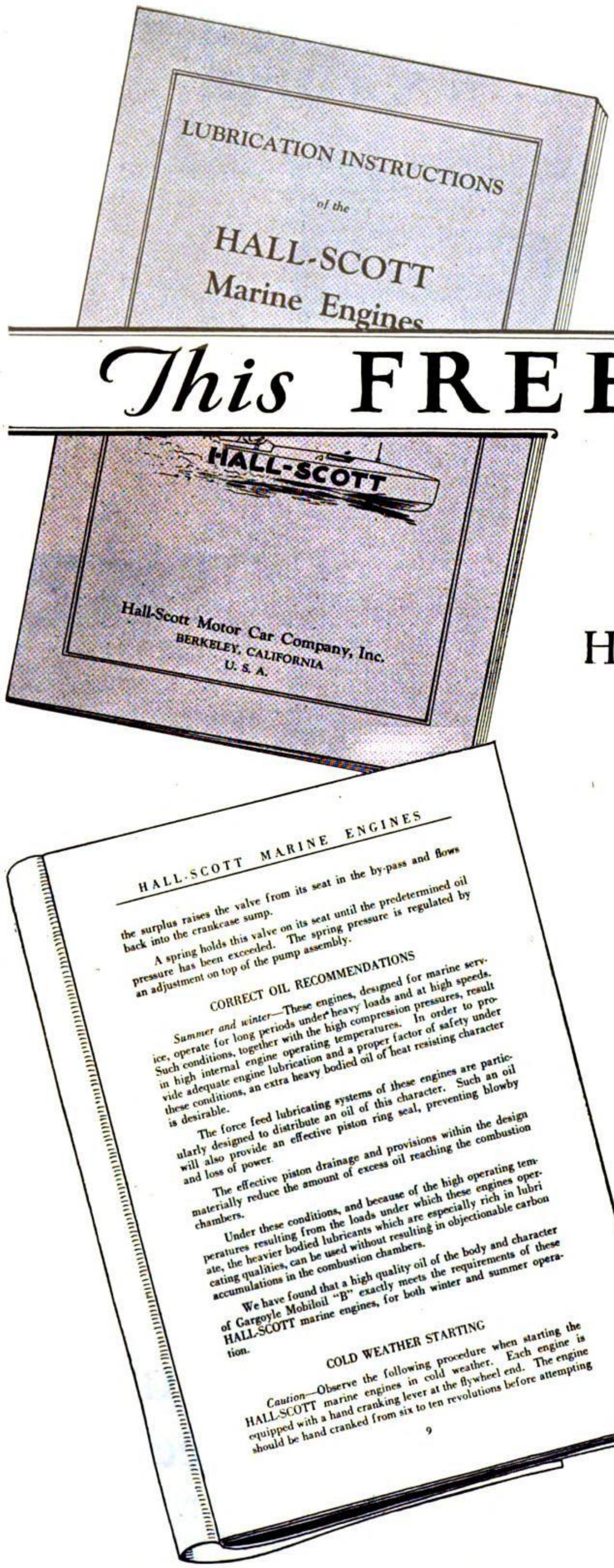
LUBRICATION INSTRUCTIONS
of the
HALL-SCOTT
Marine Engines
HALL-SCOTT
Hall-Scott Motor Car Company, Inc.
BERKELEY, CALIFORNIA
U. S. A.
HALL-SCOTT MARINE ENGINES
the surplus raises the valve from its seat in the by-pass and flows back into the crankcase sump.
A spring holds this valve on its seat until the predetermined oil pressure has been exceeded. The spring pressure is regulated by an adjustment on top of the pump assembly.
CORRECT OIL RECOMMENDATIONS
Summer and winter—These engines, designed for marine service, operate for long periods under heavy loads and at high speeds. Such conditions, together with the high compression pressures, result in high internal engine operating temperatures. In order to provide adequate engine lubrication and a proper factor of safety under these conditions, an extra heavy bodied oil of heat resisting character is desirable.
The force feed lubricating systems of these engines are particularly designed to distribute an oil of this character. Such an oil will also provide an effective piston ring seal, preventing blowby and loss of power.
The effective piston drainage and provisions within the design materially reduce the amount of excess oil reaching the combustion chambers.
Under these conditions, and because of the high operating temperatures resulting from the loads under which these engines operate, the heavier bodied lubricants which are especially rich in lubricating qualities, can be used without resulting in objectionable carbon accumulations in the combustion chambers.
We have found that a high quality oil of the body and character of Gargoyle Mobiloil "B" exactly meets the requirements of these HALL-SCOTT marine engines, for both winter and summer operation.
COLD WEATHER STARTING
Caution—Observe the following procedure when starting the HALL-SCOTT marine engines in cold weather. Each engine is equipped with a hand cranking lever at the flywheel end. The engine should be hand cranked from six to ten revolutions before attempting
9

This FREE *Booklet*

Of vital interest to all owners and prospective owners of Hall-Scott Marine Engines

IT contains the full story of correct lubrication for these splendid motors. It gives the owner much useful information about their care. And it tells the prospect much about the Hall-Scott engines. On the left we show one of the pages.

The Hall-Scott Company has turned over the responsibility for their lubricating instructions to the Vacuum Oil Company. They have found our engineers the foremost authorities on lubrication.

Write us today for your free copy of the Hall-Scott Lubrication Booklet. And if you have any special problems concerning engine operation or lubrication, we will gladly submit them to our Board of Engineers. Address Vacuum Oil Company, New York City.

GARGOYLE

Mobiloil

Make the Chart Your Guide

Vacuum Oil Company Headquarters: 61 BROADWAY, NEW YORK

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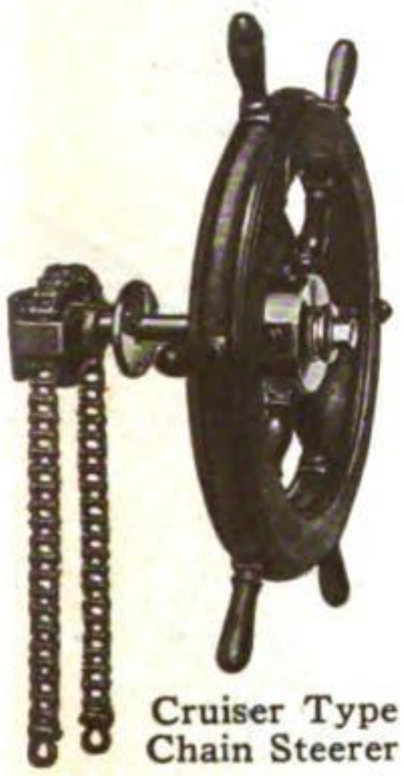
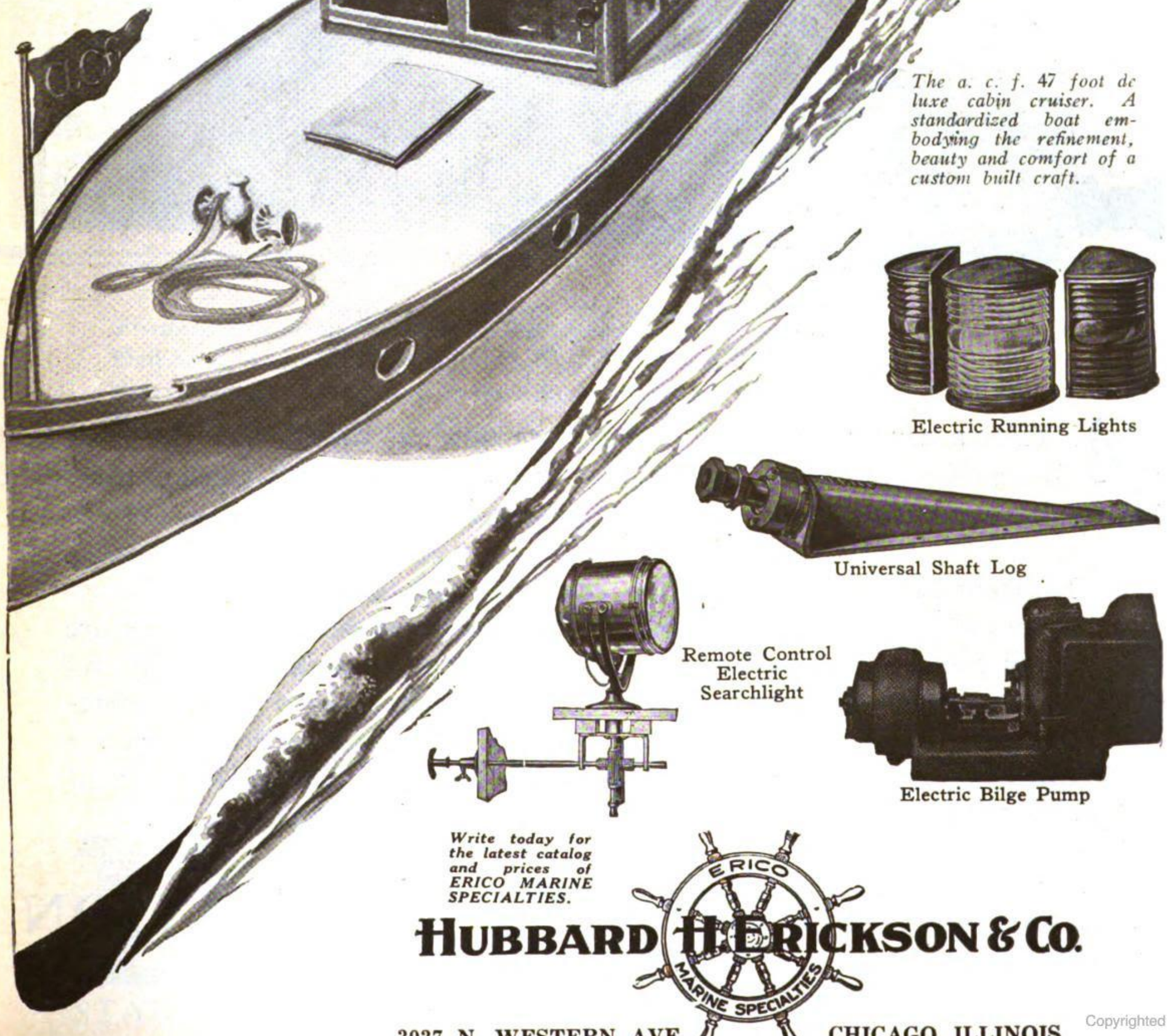
a.C.f. Cruisers — a.C.f. — HALL-SCOTT Motors

ERICO Steerers Used On a.C.f. 35 Foot 41 Foot 47 Foot Cruisers

AMONG the many makes of stock boats on which ERICO marine specialties are regular equipment are the a. c. f. fleet of 35, 41 and 47 foot cruisers. This is just another example of how the builders of better boats are standardizing on ERICO products. They demand quality and perfection consistent with the boat itself.



Cruiser Type Chain Steerer



The a. c. f. 47 foot de luxe cabin cruiser. A standardized boat embodying the refinement, beauty and comfort of a custom built craft.

Electric Running Lights

Universal Shaft Log

Remote Control Electric Searchlight

Electric Bilge Pump

Write today for the latest catalog and prices of ERICO MARINE SPECIALTIES.

HUBBARD H. ERICKSON & Co.

3037 N. WESTERN AVE. CHICAGO, ILLINOIS

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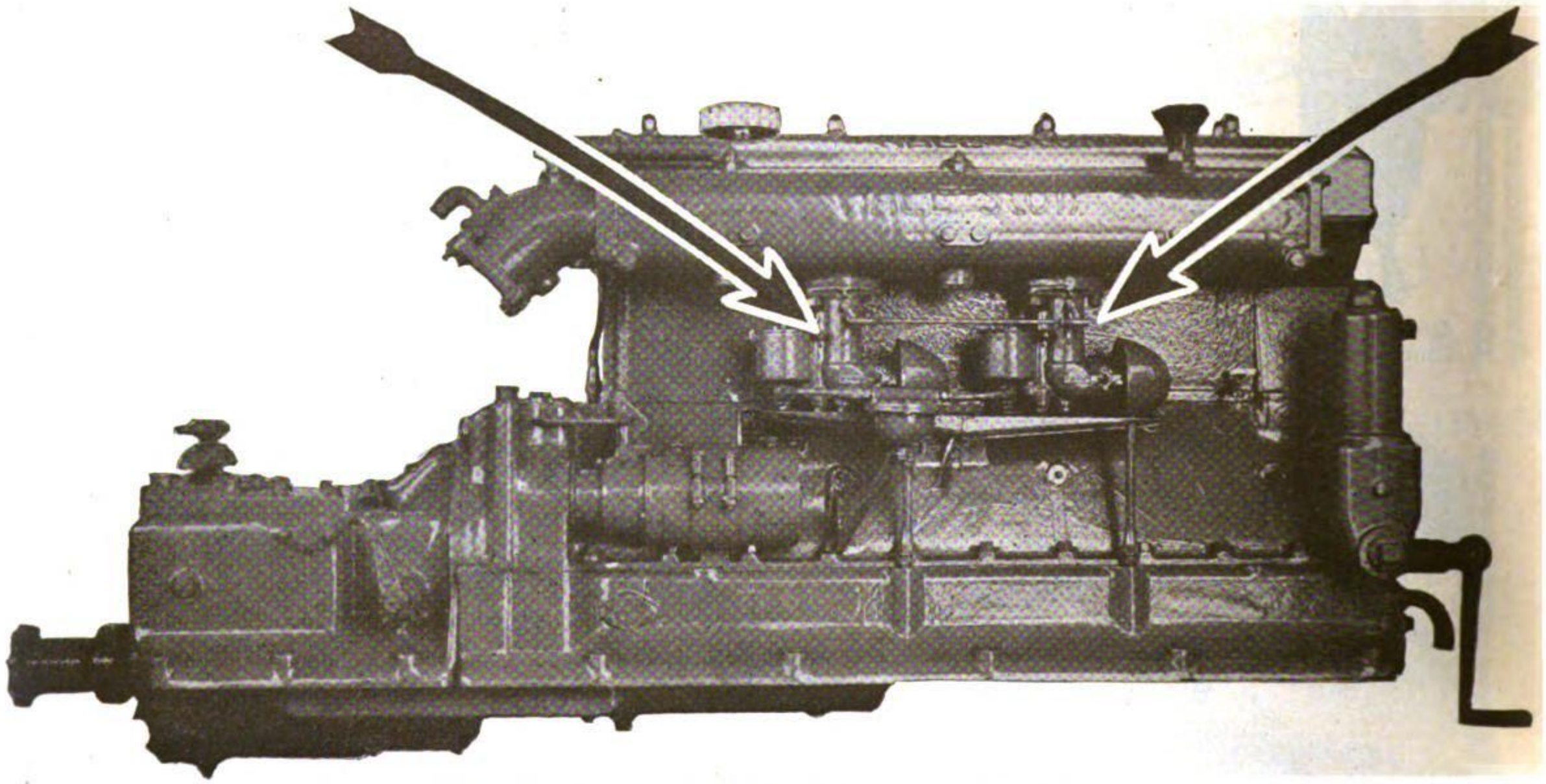
HALL-SCOTT

Standardizes on

ZENITH CARBURETORS



The Hall-Scott model HSR, 100 H.P., marine engine, showing dual installation of Zenith Carburetors. This is the power plant used in the a.c.f. 47 foot cruiser.

AFTER a careful study of carburetors now on the market the Hall-Scott Motor Car Company has standardized on the Zenith Carburetor for all Hall-Scott marine engines. And, here are the reasons:

Entirely automatic in its action, and inherently correcting for all variations of temperature and fuel, the Zenith furnishes the proper mixture at all times. It simplifies control, and insures fast acceleration and maximum speed without waste of fuel. There are no moving parts to affect the mixture, and, being a precision measuring instrument it can be used in multiple as well as singly. The Zenith has proven itself superior in many national and international speed boat races.

ZENITH-DETROIT CORPORATION

Manufacturer of
ZENITH CARBURETORS

DETROIT MICHIGAN

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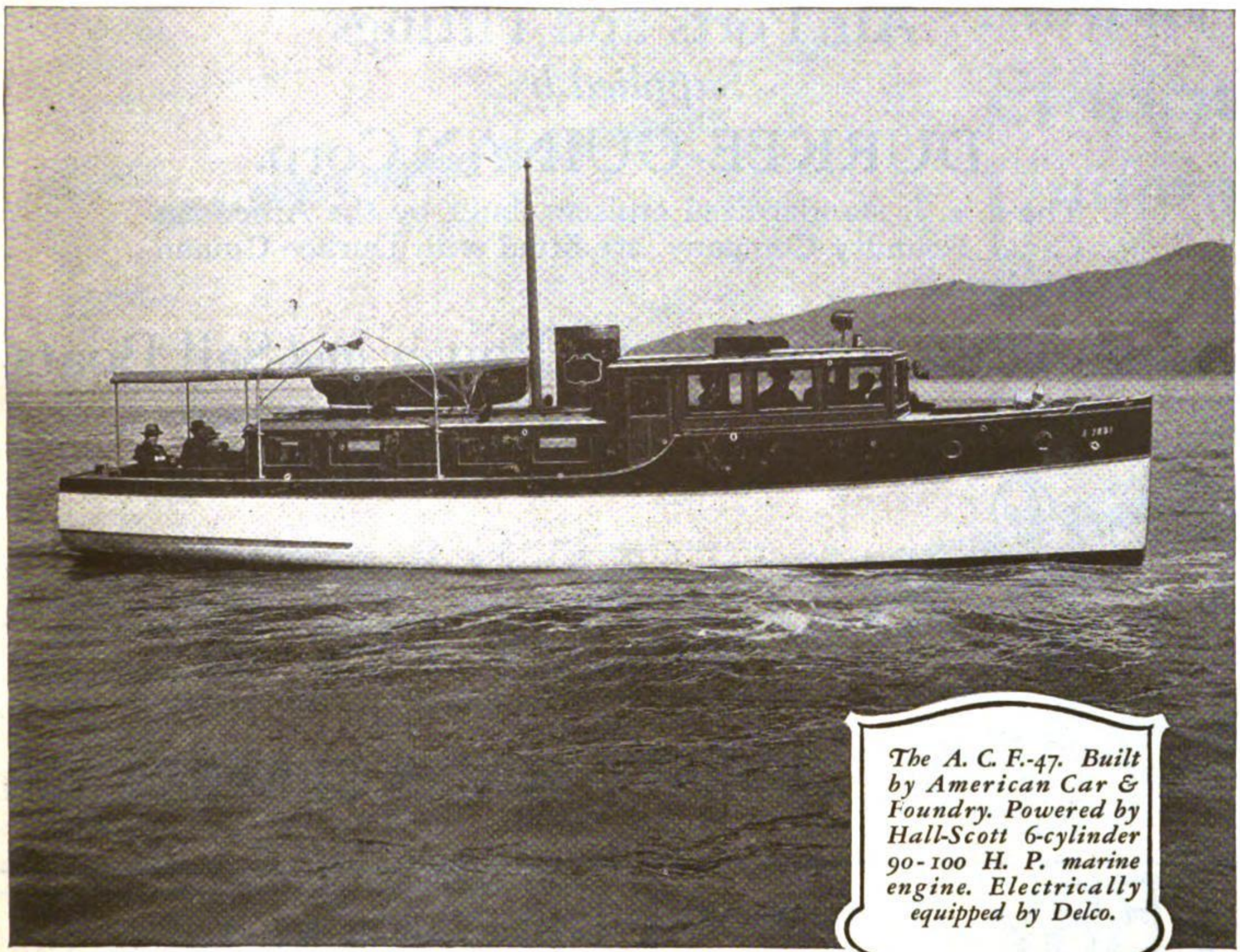

The A. C. F.-47. Built by American Car & Foundry. Powered by Hall-Scott 6-cylinder 90-100 H. P. marine engine. Electrically equipped by Delco.

Prominent among the lines of boats specifying Hall-Scott Marine Engines as standard equipment are the cruisers now being built by the American Car and Foundry Company—the ACF31, 41, 47 and the JW 38.

Hall-Scott Marine Engines—like those of many other well-known manufacturers—have always been Delco-equipped. Delco specializes in electrical equipment for marine engines and has invariably the right equipment for every installation. The unrivalled marine record of Delco is the best indication of the position it holds in this field.

WHEREVER IT MUST BE THE BEST

THE DAYTON ENGINEERING LABORATORIES COMPANY
DAYTON, OHIO, U. S. A.

Delco

STARTING LIGHTING IGNITION
FOR MARINE ENGINES

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a.C.f. Cruisers — a.C.f. — HALL-SCOTT Motors

Air Ports and Fittings

Supplied by

DURKEE-GUINAN Corp.

The a. c. f. standardized cruisers, built by the American Car & Foundry Company, are fitted with Durkee-Guinan Air Ports.

Complete Equipment *for* Power *and* Sail Boats

The foremost naval architects and boat builders specify and use Durkee-Guinan hardware and fittings.

Caulking Cotton	Side Lights	Chain
Paint and Varnish Remover	Air Ports	Bronze Yacht Blocks
Locks and Hardware	Ships' Bells	Boatbuilder's Clamps
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Jeffery's Marine Glue	Anchors	Whitlock Manila Rope

DURKEE-GUINAN CORPORATION

29 SOUTH STREET 37-39 OLD SLIP NEW YORK

LEBBY

TRADE MARK REG. U.S. PAT. OFF

Standard on the

Manufactured of solid brass. Equipped for 6, 12, 25, 32 and 110 voltage. Four finishes: polished brass, battleship gray, nickel-plated and black nickel.

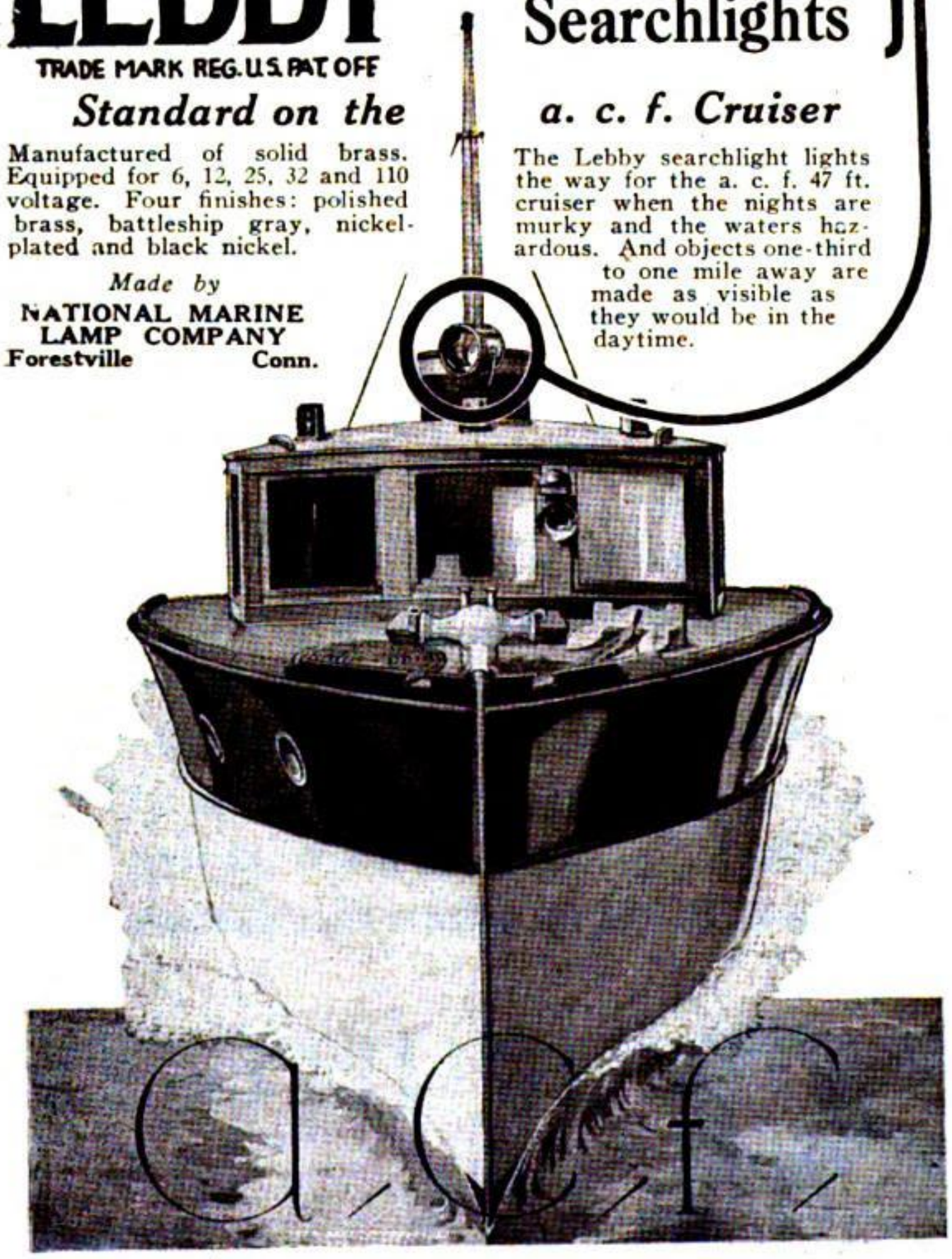
Made by

NATIONAL MARINE LAMP COMPANY
Forestville Conn.

Incandescent Searchlights

a. c. f. Cruiser

The Lebby searchlight lights the way for the a. c. f. 47 ft. cruiser when the nights are murky and the waters hazardous. And objects one-third to one mile away are made as visible as they would be in the daytime.



Eldredge-McInnis, Inc.

Naval Architects—Yacht Brokers—Engineers

Designers and Engineers

for the

a. c. f. Cruisers

(Formerly general managers and naval architects for George Lawley & Son Corp.)

160 State Street McKinley Building

BOSTON, MASS.

Established 1903 **24th Year**

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1926

Listing 3,700 Yachts and 500 Yacht Clubs, with color plates of 500 Club Burgees and 2000 Private Signals of Yachtsmen.

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HALL-SCOTT MOTOR CAR COMPANY

461 EIGHTH AVE. AT 33RD ST.
NEW YORK, N. Y.

CABLE ADDRESS
HALSCO-SAN FRANCISCO
OR NEW YORK

FACTORY BRANCH
EASTERN SALES AND SERVICE

May 13, 1926.

The Ireland & Matthews Mfg. Co.,
Detroit, Michigan.

Gentlemen:

Needless to say we never adopt any accessory or part as standard for Hall-Scott Marine Engines unless it enhances the performance of the motor.

The question of feeding an adequate fuel supply to marine engines has always been an important one. We have found your Autopulse solves this problem better than any other device or system that we know of. It is so simple, and its operation so efficient, uniform and positive that we are using it as standard equipment on all of our models.

Very truly yours,

HALL-SCOTT MOTOR CAR COMPANY

The AUTOPULSE is furnished in units with a rated capacity of seven gallons per hour and for larger requirements two or more of these units are coupled together.

BESIDES Hall-Scott, the AUTOPULSE is used by the manufacturers of many marine engines and fine automobiles as standard, because they know it is the most efficient and reliable means of insuring an adequate flow of gasoline to the carburetor under all conditions.

Moreover, the AUTOPULSE provides for safety—for as soon as the ignition switch is turned off the flow of gasoline instantly stops.

Installation is simplified by only one line direct from supply tank to carburetor—a system which speeds production.

Used as standard by Scripps Motor Co.; Hacker Boat Co.; Chris Smith & Sons Boat Company; Ditchburn Boats, Ltd.; Dunphy Boat Co.; Gar Wood, Inc.; Hall-Scott Motor Car Co.; Horace E. Dodge Boat Works; Indian Lake Boat Co.; Kermath Mfg. Co.; Purdy Boat Co.; Packard Motor Car Co.; Sea Sled Corp.; Stearns Motor Co.; Winton Engine Co.; Sterling Engine Co.; Wills Ste. Clair Six; Delco Light Power Plants; Dusenberg Straight-eight; McFarlan Six; Mack International Highway and Parlor Car Buses; American LaFrance Engines; Laurel Motors; Chevrolet Bros., and 95% of Automobile Race Drivers.

Our fuel engineering service is at your disposal

IRELAND & MATTHEWS MFG. COMPANY

Established 1889

Detroit, Mich.

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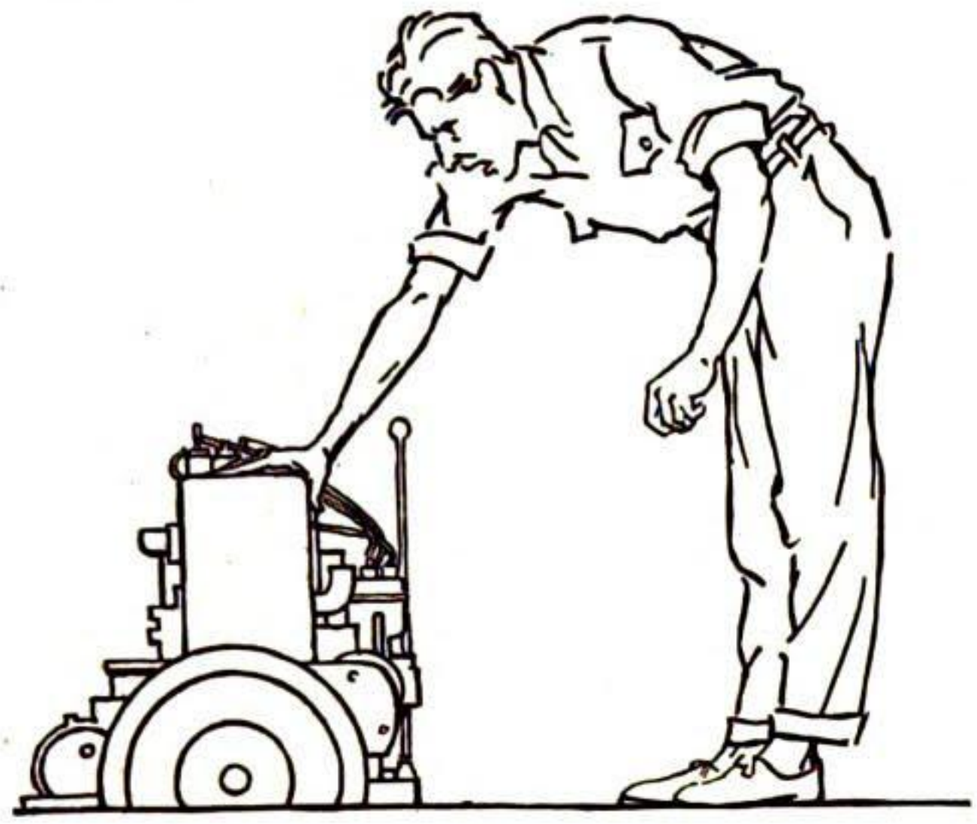
You can make a wild guess at the temperature of the cooling water by burning your hand on the engine wall—

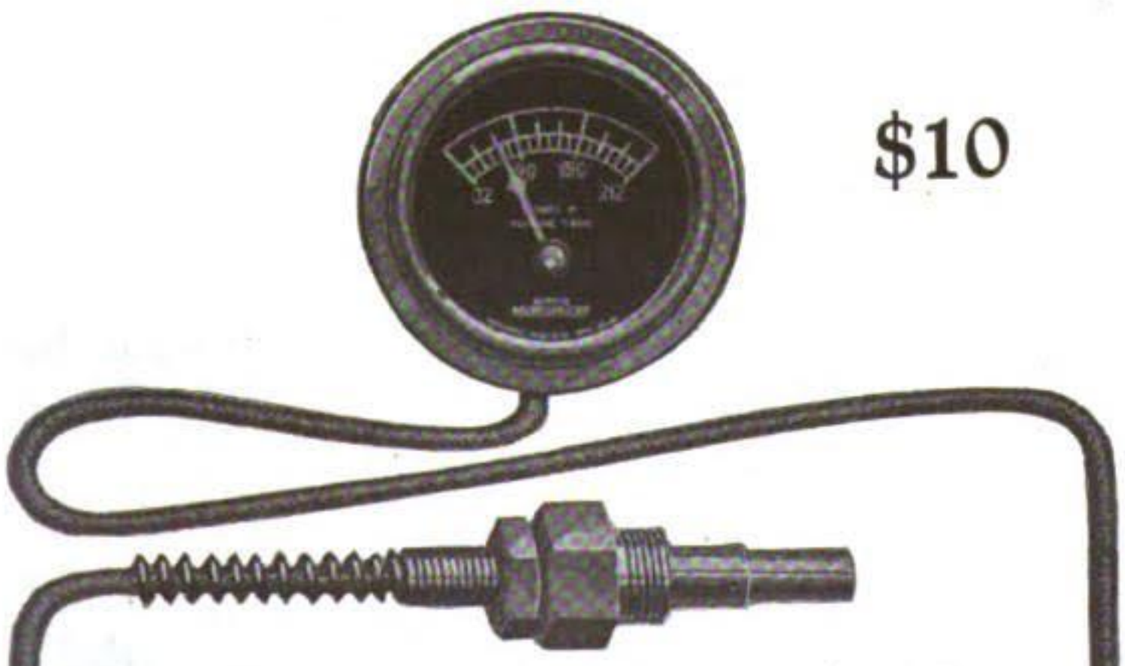


—and you can test the oil temperature by standing on your head and opening the petcock in the crankcase.

But it's easier, simpler and surer to read, right at your helm, the dial of your

BOYCE MOTOMETER
TRADE MARK REG. U.S. PAT. OFFICE

Marine Type



$10

The Moto Meter Company, Inc.
Industrial Thermometer Division
Wilbur Ave., Long Island City, N. Y.

Building Cruisers in Quantity

(*Continued from page* 35)

those boatmen who have preference for either small or medium sized craft.

All boats of the ACF line are powered with Hall-Scott marine motors and by standardizing on power plants, as well as hulls, additional benefits to the users, result.

In addition to this line of ACF cruisers, the plant of the American Car and Foundry Company is now busy and rapidly turning out the line of JW 38's. These are 38 footers being built for John Wanamaker of New York and Philadelphia and will be marketed through their New York and Philadelphia stores. The design of the JW 38 was worked out by Eldridge and McInnis, the famous naval architects of Boston, Mass. Mr. McInnis has been personally watching the construction of all the JW 38's building at the ACF plant at Wilmington.

The design of the JW 38's shows one of the most pleasing 38 foot cruisers we have ever seen. The hull is of the round bilge type, fitted with mahogany trunk, a large cabin capable of sleeping six persons comfortably, a bridge raised deck, high enough to permit the helmsman to have a clear view forward at all times and a large cockpit aft. The JW 38's are powered with 100 horse power Hall-Scott engines.

Boating in Safety

(*Continued from page* 33)

a chain locker, keeping moisture and dampness out of the quarters. The second bulkhead separates the main cabin from the engine compartment, while the third bulkhead isolates the engines into a compartment of their own. The fourth bulkhead forms a compartment in which are carried the fuel tanks, the fresh water tanks, and provides a large storage space for miscellaneous gear. The last compartment in the stern is a protection against collision, and contains the rudder mechanism and additional storage space.

The arrangement of the cabins has been made as compact as possible. Quarters are provided for four full length berths, and this cabin is the general living compartment on the boat. It is well lighted with ports, and a skylight for ventilation. The galley is on the port side, with an abundance of locker and storage space for food, supplies, and the galley gear. Every detail has been arranged to provide a maximum of convenience, and carefully studied to remove all hazards from the sport. The entire cabin is sheathed with fire proof material, which is enameled white, and decorated with mahogany trim.

The cockpit space is large and unencumbered. Its length is twelve feet, and its width eight feet. There are no benches or projections. Chairs can be provided in any reasonable number, and can be moved about as desired. The space is large enough to dance in, or can be quickly arranged to permit a game of bridge.

Nothing has been omitted to make the boat comfortable and attractive in all parts. This beauty and richness is all-right in its place, but again the safety of the boat has been considered. Motors do fail occasionally, and gasoline lines choke, clutches slip, and other ailments occur. These are always at the most inconvenient times, and for this reason two motors have been provided. These are the four cylinders Erd engines of 42 h.p. each, and they are absolutely independent of each other. There is very little chance of both engines failing at the same time, so that there is always a factor of safety available.

Fuel is carried in two 40 gallon tanks, which are in the compartment below the cockpit floor. They are filled through deck plates, tightly piped to the tanks, and any overflow must run off through the scuppers. Gasoline cannot get into the bilge under any condition. The fuel is piped to the engines from the top of the tanks, through a single length of copper tubing, and fed to the engines by the Autopulse fuel pump. Any breakage in the line will permit the gasoline to return to the tank without syphoning. The gravity system was rejected for these Sefaty Boats, since it requires a connection in the bottom of the tank, which was not considered safe.

Many new problems were successfully solved in constructing these boats, as the material used is decidedly more expensive than any wooden construction. Wooden planking of the best grade might cost as much as eighteen cents per square foot, while stainless steel is practically one dollar for the same unit. Twin operating machinery has rarely been supplied in small boats, while these standardize in it. Besides the saving in the first cost, these boats insure safety, which is of inestimable value. With the assurance of safety, boating, the greatest of all sports, can be really enjoyed.

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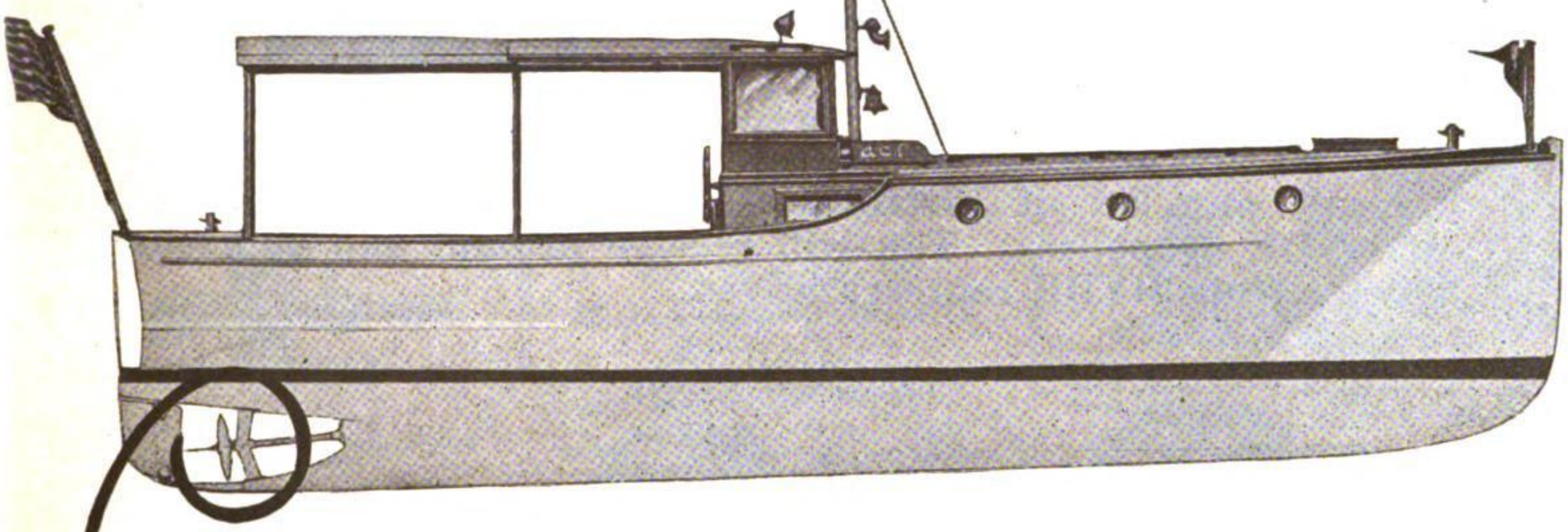
a,C,f, Cruisers | a,C,f, | HALL-SCOTT Motors

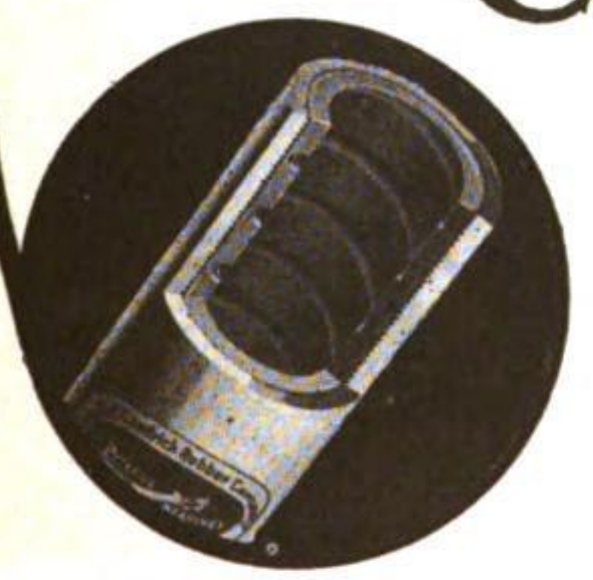
a,C,f, CRUISERS



Equipped with

Goodrich

Cutless [Rubber] Bearings



Bearing worries will not be the lot of purchasers of a. c. f. cruisers. This source of trouble is eliminated on the a. c. f. 35′, 41′, 47′ and the JW 38′ cruisers, built by the American Car & Foundry Company. For these boats are fitted with Goodrich Cutless (Rubber) Bearings. Shaft scoring is impossible with their use—muddy and sandy waters can be traveled without harm to bearing or shafting **and vibration is materially cut down.**

The Cutless Bearing is *water lubricated*. The inner helical groove assures, through shaft action, a constant flow of water, and the rubber surface itself—known as Olivite—will outwear any other bearing material known.

The rapidly increasing adoption of Cutless Bearings by naval architects and boat builders and their substitution for other bearings on boats now in use, of every description, is a recognition of their superiority.

The
B. F. GOODRICH RUBBER CO.
Established 1870
AKRON, OHIO

CUTLESS BEARING DISTRIBUTORS

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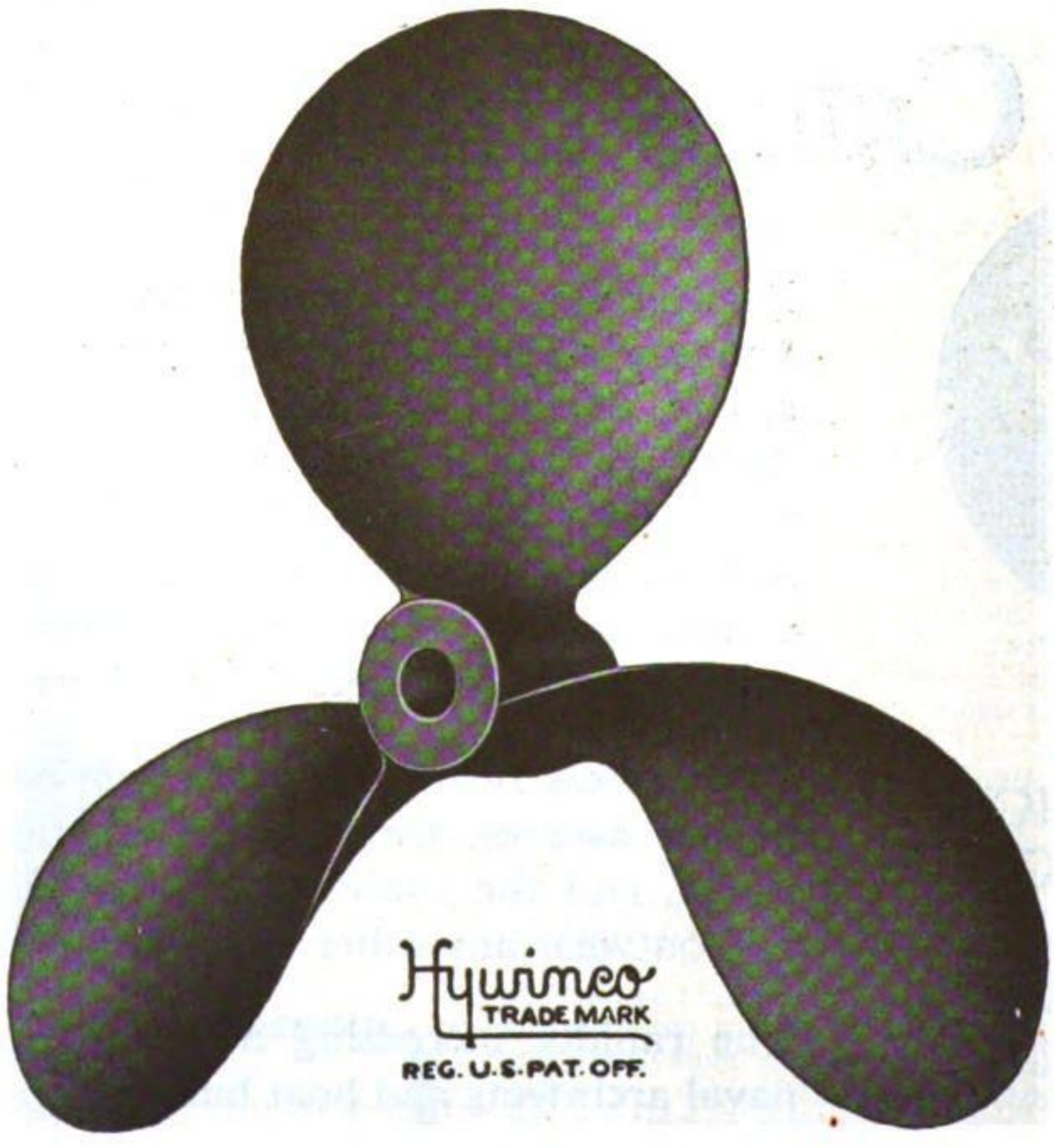

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Write for a copy of "Propeller Efficiency"

HYDE WINDLASS CO. Bath, Maine

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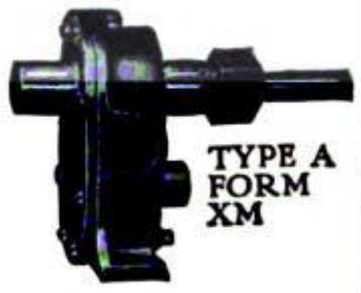
FOR EVERY MARINE USE

Oberdorfer Pumps

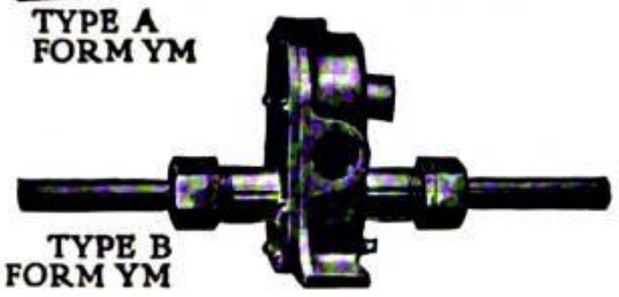
MADE *of* BRONZE THROUGHOUT

TYPE B FORM XM

TYPE A FORM YM



TYPE A FORM XM



TYPE B FORM YM

MORE than 40 years ago the M. L. Oberdorfer Brass Company began making gear type pumps of bronze. Now every working **part is ready for hard service—bearings are exceptionally long and are made of high grade bronze.**

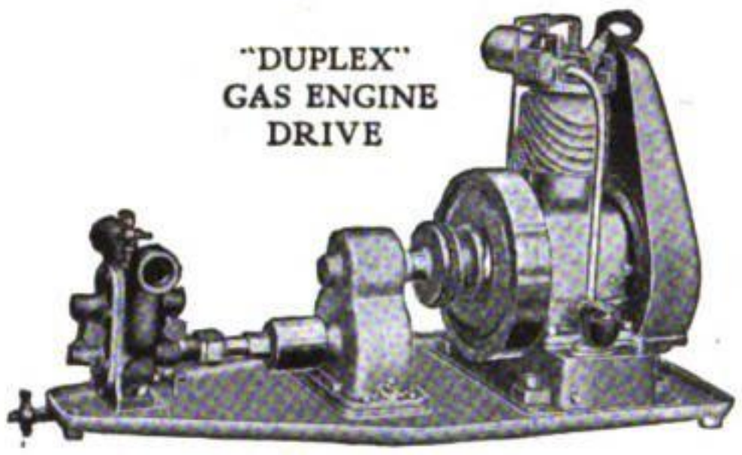
There is an Oberdorfer Pump for every type marine motor. Look for the nameplate. It is your assurance of quality.

Write for Bulletin "D."

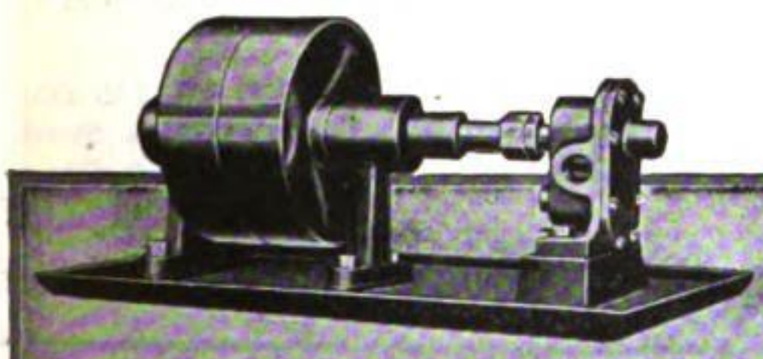
M. L. Oberdorfer Brass Co.
Syracuse, N. Y.

HAND BILGE PUMP

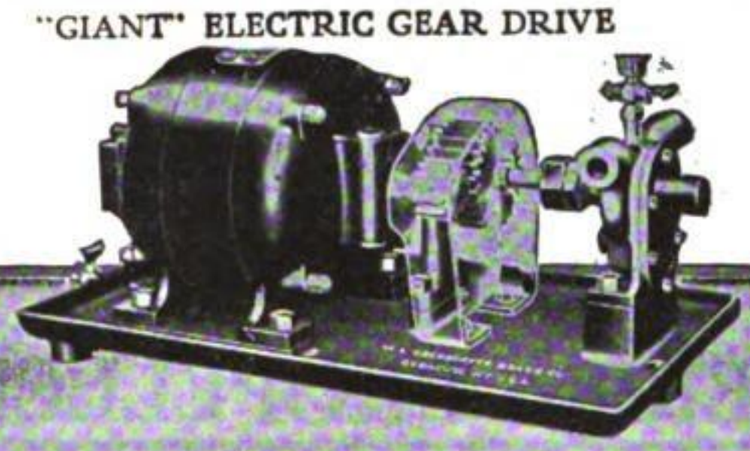
"DUPLEX" GAS ENGINE DRIVE



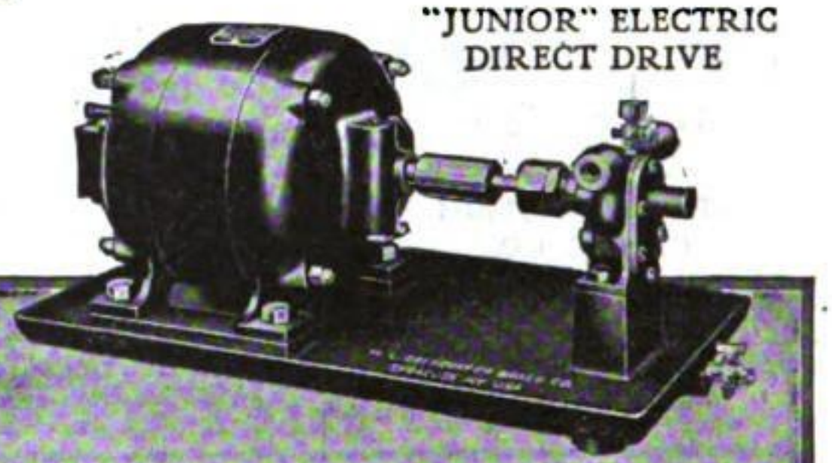
"TROJAN" BELT DRIVE

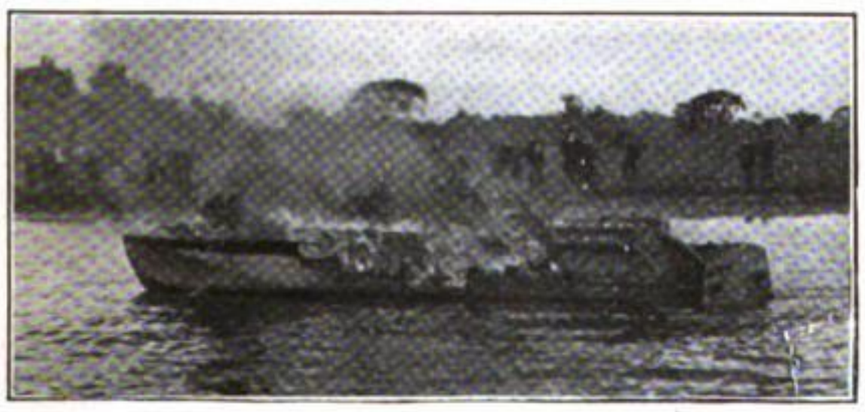


"GIANT" ELECTRIC GEAR DRIVE



"JUNIOR" ELECTRIC DIRECT DRIVE





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Fortify for Fire Fighting

IMPROVED *Pyrene* EXTINGUISHER

PYRENE testimonials tell long stories in few words.

Because—Improved PYRENE does big jobs in short order.

No fear of fire at sea—if a handy PYRENE is on board. Just a few strokes of the pump handle—a child can do it—and the fire is out.

Improved PYRENE has *served* and *saved* thousands of users. It is foolproof. Never failing. And is a 100% efficient fighter of fire, on land and sea.

PYRENE MANUFACTURING COMPANY

Makes Safety Certain

NEWARK, N. J.

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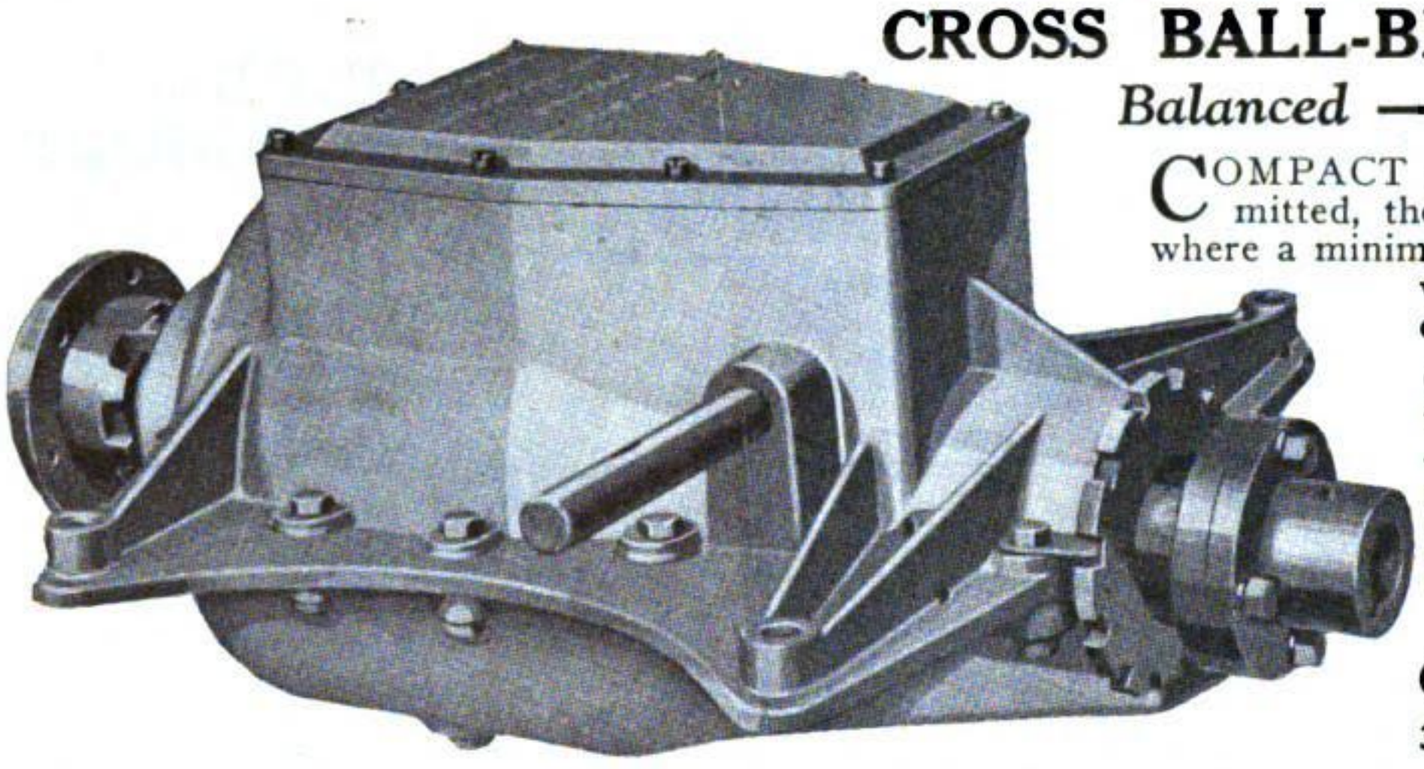

CROSS BALL-BEARING REVERSE GEAR

Balanced — Vibrationless — Super-Efficient

COMPACT and short in length for the H.P. to be transmitted, the Cross Reverse Gear can be installed in boats where a minimum of space is available—particularly is this true where the design calls for a forward cockpit. A decided advantage over heavier and bulkier gears.

Oil tight aluminum housing — ball-bearing job throughout — a velvety clutch — gears run in oil — a total absence of propeller drag — 85% of motor speed in reverse — built as accurately as a watch and as husky as a bulldog — jig built with interchangeable parts—easily accessible.

Write for further details and prices.

CROSS GEAR & ENGINE CO.
3260 Bellevue Avenue, DETROIT, MICHIGAN

T. & B. Type

PETERBOROUGH CANOE CO., Peterborough, Ont.

Combination Post Light flag pole socket and towing post for class one boats.

Body in one piece casting and highly polished. Price $10.

We save you money. Write for catalog showing prices and be convinced.

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BRYANT & BERRY PROPELLERS

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The Ruddock 32 ft. Cruiser

The Ideal Standardized Craft

$5800 *Complete*

THE Ruddock 32-ft. Cruiser was developed for Florida waters and is an exceptionally high-grade cruiser. Finished in mahogany throughout. Toilet, galley, stove, cushions. Sleeps 4. Completely equipped and now in commission ready for service. The best proposition on the market. A 50-H.P. W. S. M. engine drives the boat 15 miles. Price holds good for 30 days only. Send for details and specifications.

When in need of expert advice or assistance on any repair work to be done, get in touch with our main yard at Greenwich, Conn., where our facilities for handling boats up to 150 ft. in length are unsurpassed in this part of the country. We carry a complete line of marine hardware, paints and varnishes. We possess a fully equipped machine shop, woodworking plant and have marine railways with ten ton derricks for heavy work. A-1 dockage facilities.

Formerly The Greenwich Yacht Yard, NOW

W. F. RUDDOCK BOAT & YACHT WORKS, Inc.

Greenwich, Conn. New York Plant: 214th Street and Harlem River. Phone Wadsworth 3881 **Phone 200**

When a Prominent Engine Builder

Desired a galley outfit he selected a

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ELISHA WEBB & SON CO.

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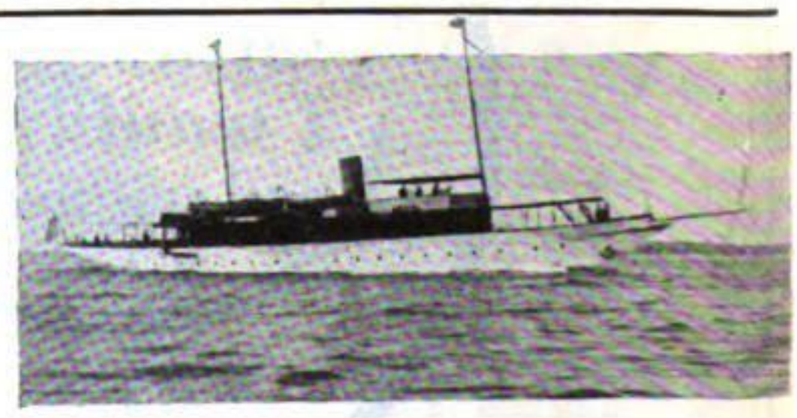

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GIES — Good Since 1906

Dependability and Long Life Guaranteed

Built on a solid two-bearing sustaining frame that absolutely protects the gears and bearings from all strains. All gears are enclosed and run in oil. Smooth running, powerful and compact. All wearing parts easily replaced. Adjustment simple.

Quality Materials and Workmanship Throughout

Write today for latest prices and data

GIES GEAR CO., 441 E. FORT ST., DETROIT, MICHIGAN

Over 50,000 in use

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READY for Your Marine Cruise

—this New-type 92 ft. Houseboat

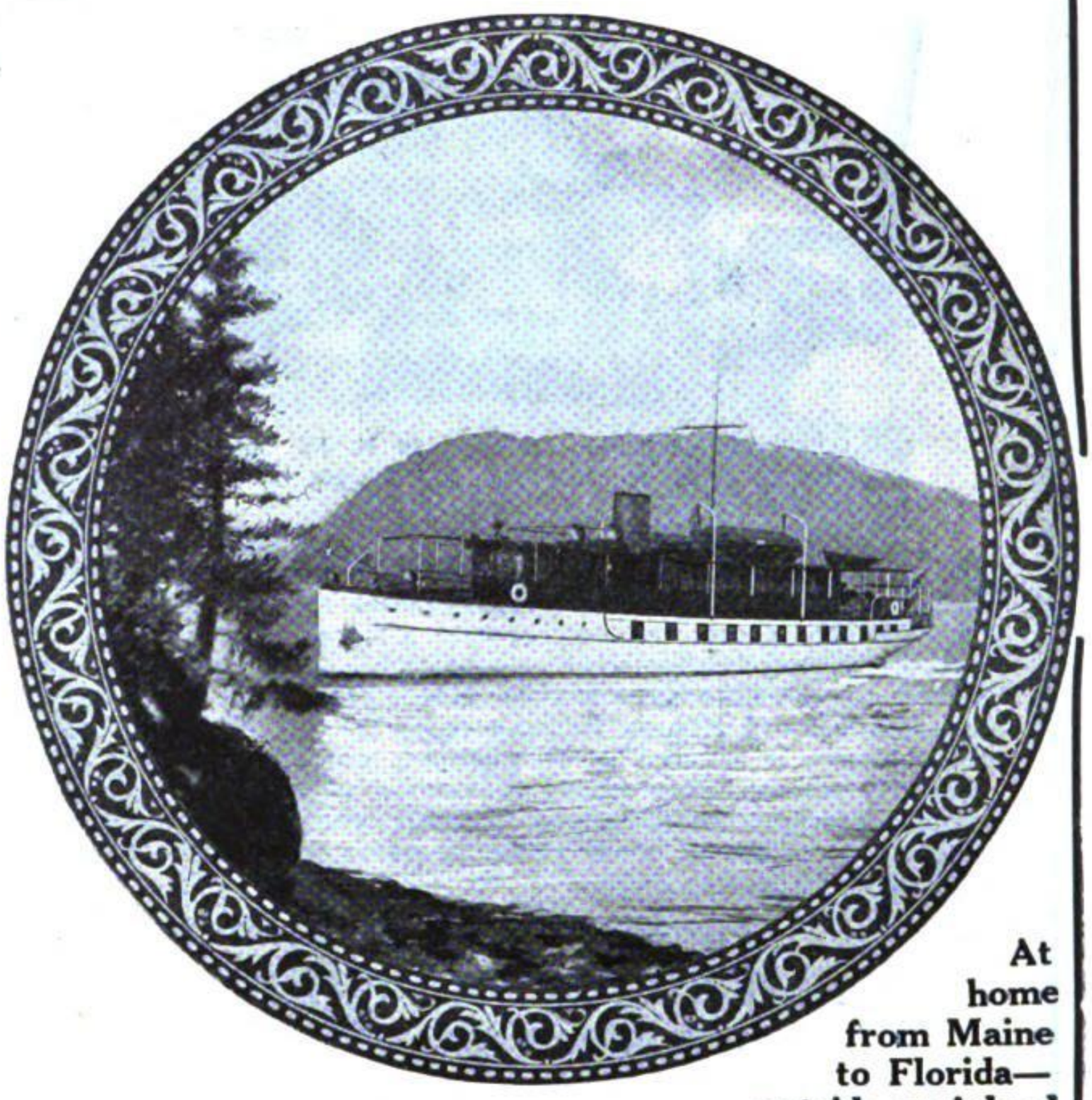
combining all the latest perfections. Can be delivered promptly—finished to your taste, if you act quickly.

A sister ship of Mr. Webb Jay's 92-foot Wonder Boat, Troubadour

—offering comforts and conveniences seldom found in yachts of 115 feet and up.

Have you heard of the astounding records for seaworthiness, speed and comfort on troublesome outside runs established by this new Wonder Boat?

Shall we give you full information?



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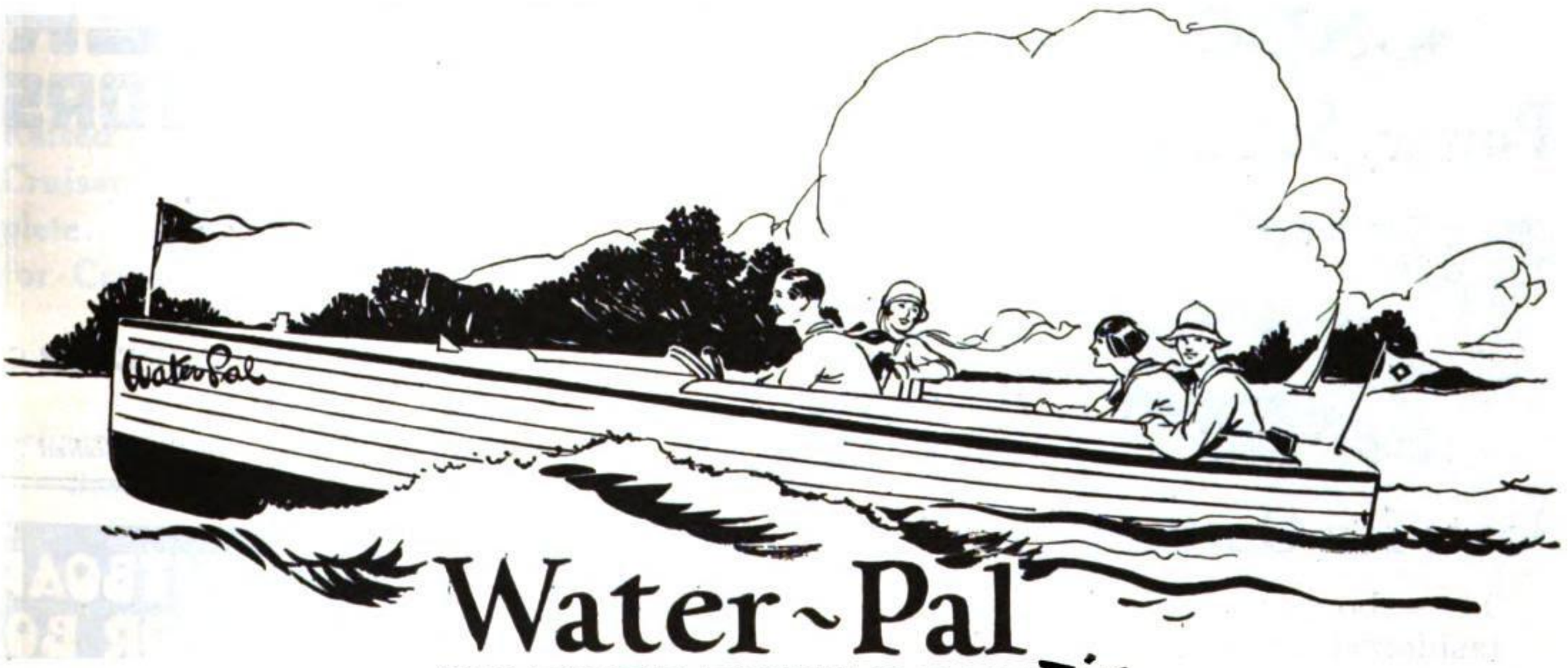
Houseboats and Cruisers, 65 to 120 feet

Cooper's Point Camden, N. J.

IF BUILT BY SOUND—IT'S SOUND



Water~Pal
20 FOOT RUNABOUT

Nature Gives Us the Waterways, "Sound" the Pleasure Craft to Sail Them

In the construction of this runabout, every detail has been given careful consideration, and through standardization and its low cost of operation, "Water Pal" provides an exceptional unusual value.

The distinctiveness of "Water Pal" has been attained by adhering to the "Sound" Ideal which characterizes the "Built by Sound" quality, workmanship and performance.

THE SOUND MARINE AND MACHINE CORPORATION

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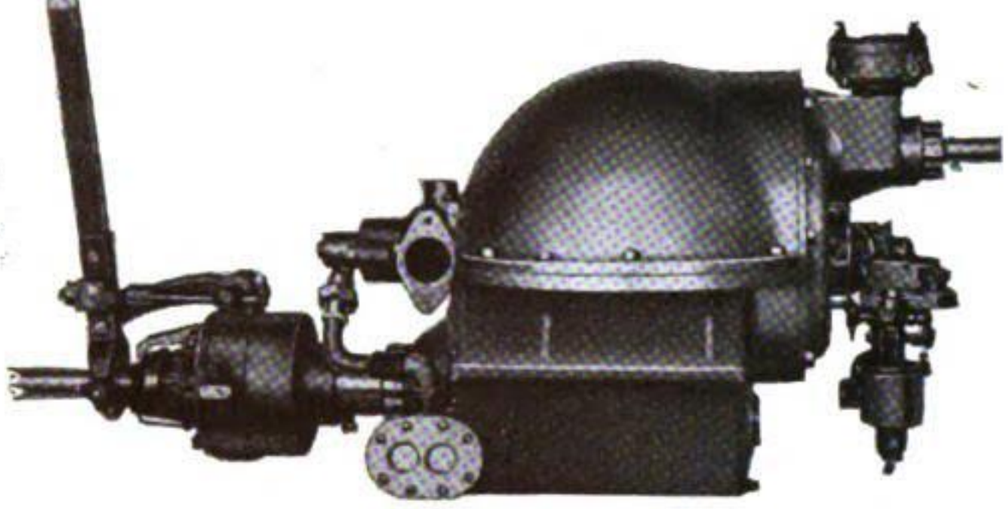
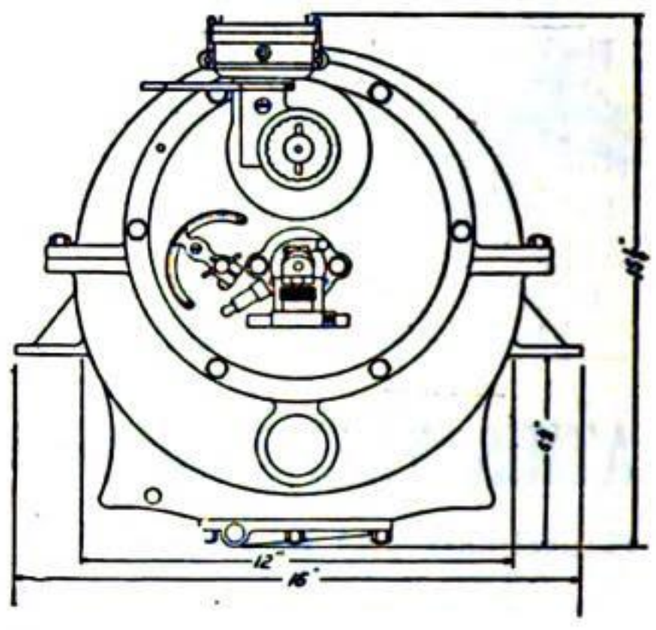
Gasoline Turbine Type Power Plant



Model "D" Marine Turbine Motor. 20 H. P. Speed range 300 R. P. M. to 5000 R. P. M. Weight 125 lbs.

THE Turbine Type Marine Motor has all of the characteristics of the turbine engine principle, but does not use blades. In principle and design it differs distinctly from any type of gasoline engine heretofore constructed. Its weight is less than one-half that of the reciprocating motor of the same power. In actual operation the Turbine Type Marine Motor has proven to be more economical, both in fuel and oil consumption than any reciprocating engine of equal power.

There are only about twenty essential parts used in the construction of this motor. No crankshaft, no poppet valves or reciprocating parts are used, consequently there are no reversal strains, impact shocks or alternating stresses to cause either wear or vibration. The chambers and reaction members in the Turbine Type Marine Motor are strictly rotating elements around different centers. These rotating parts are so accurately designed that perfect balance is secured in all positions and at all speeds. The result is a perfectly smooth, even rotary movement without any vibration. So smooth is its operation that it is hard to judge when the motor is running. Its installation requires no more than one-quarter the space taken up by the old type of reciprocating engine.



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1926 BROADWAY, NEW YORK, N. Y.

Phone: Trafalgar 3846

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Power, Sail and Row Boats

Boats for Outboard Motor

These boats are built in the old-fashioned strong, sturdy, Cape Cod style and will last a lifetime with good care. Seaworthy and very steady. Also row boats, sail boats and motor boats.

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Immediate Delivery from Stock

SCHEBLER

REG. U. S. PAT. OFF.

The World's Finest CARBURETORS

America's Standard

WHEELER-SCHEBLER CARBURETOR CO.
INDIANAPOLIS

1926 — Schebler's Silver Jublee Year — Established 1901

TOPPAN OUTBOARD MOTOR BOAT

Send for details of our new 12, 15 and 18 Foot Models, designed for the new higher powered outboard motors.. Sold with these motors at a special price. We can make June delivery of

TOPPAN SEA CREST

30 Ft. 23 Mile Express Cruiser

and

TOPPAN SEA DOG

22 Ft. 23-30 Mile Seagoing Double Cockpit Runabout

TOPPAN BOAT & ENGINE CO., MEDFORD, MASS.

a safe and fast Sea Skiff

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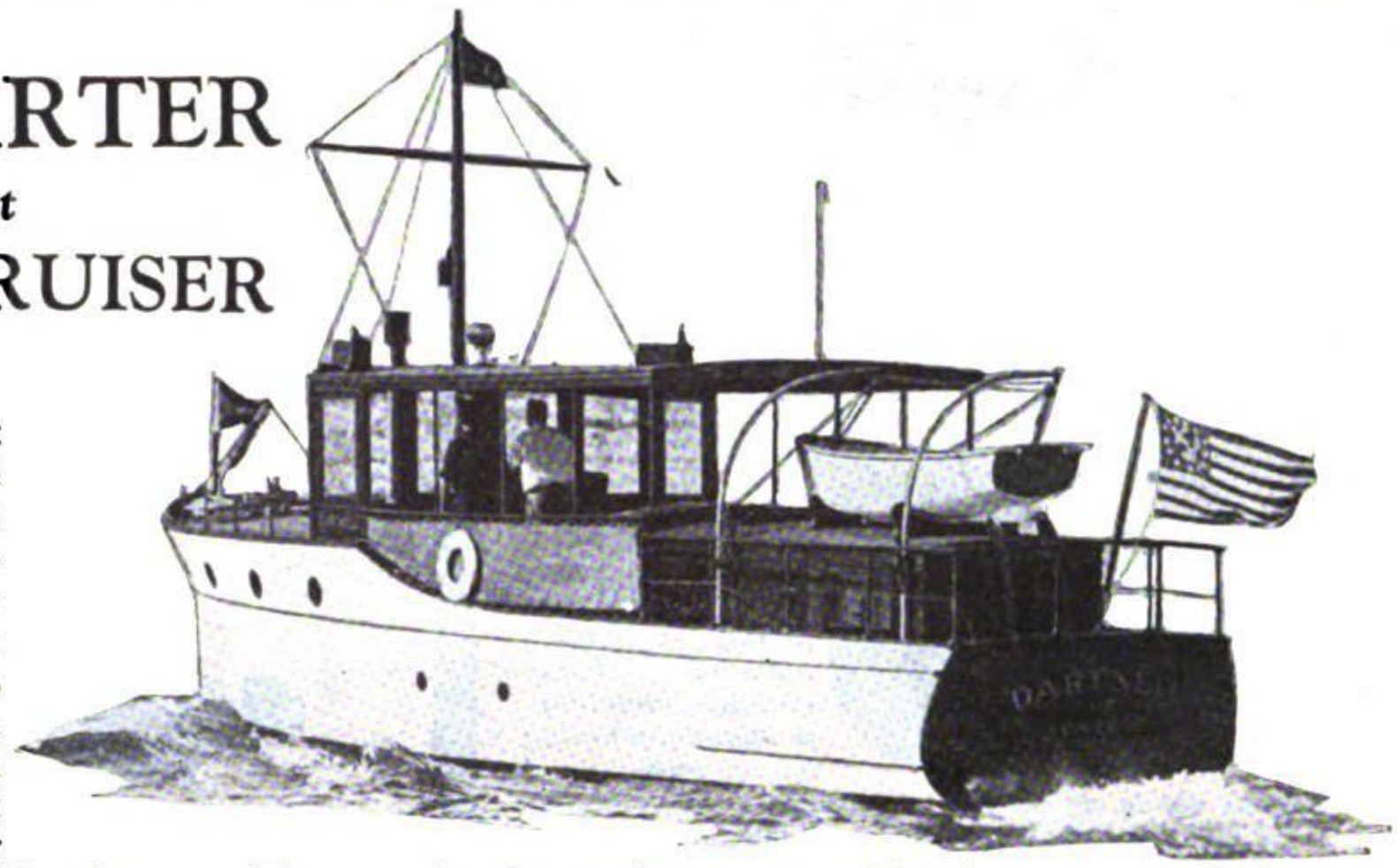
DACHEL-CARTER

Forty-Five Foot
STANDARD CRUISER



THE Dachel-Carter 45-foot standard cruiser offers the yachtsman something different and something better in standardized boats. A large semi-enclosed bridge deck, with standing canopy roof; glass front; side and rear curtains. The bridge is accessible to both fore and aft cabins without opening curtains or leaving shelter. The cabins have full headroom. The forward cabin has four berths, plenty of shelf and drawer room, two full-length hanging lockers and a private toilet. The after cabin is a real stateroom, having two large spring beds with drawers under, three lockers, bureau and toilet with washbowl. The galley, fully equipped and enclosed, is in the forward cabin. In the engine room, which is under the bridge, there is a pipe berth to accommodate a paid hand if you want one. There is good headroom alongside the motors.

Several of these cruisers are now under construction for early June delivery. As the production will be limited it is essential that orders for delivery this season be placed immediately. Delivered fully equipped, ready to run. *Write today for further details.*

We have several 21-foot and 26-foot all-mahogany stock runabouts on hand for immediate delivery.

DACHEL-CARTER COMPANY, Inc., Benton Harbor, Mich.

The INTERNATIONAL THIRTY TWO

The First "Everybody's Motor Boat"

Raised Deck Cruiser Complete, Ready for Cruise —

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Delivery from Stock

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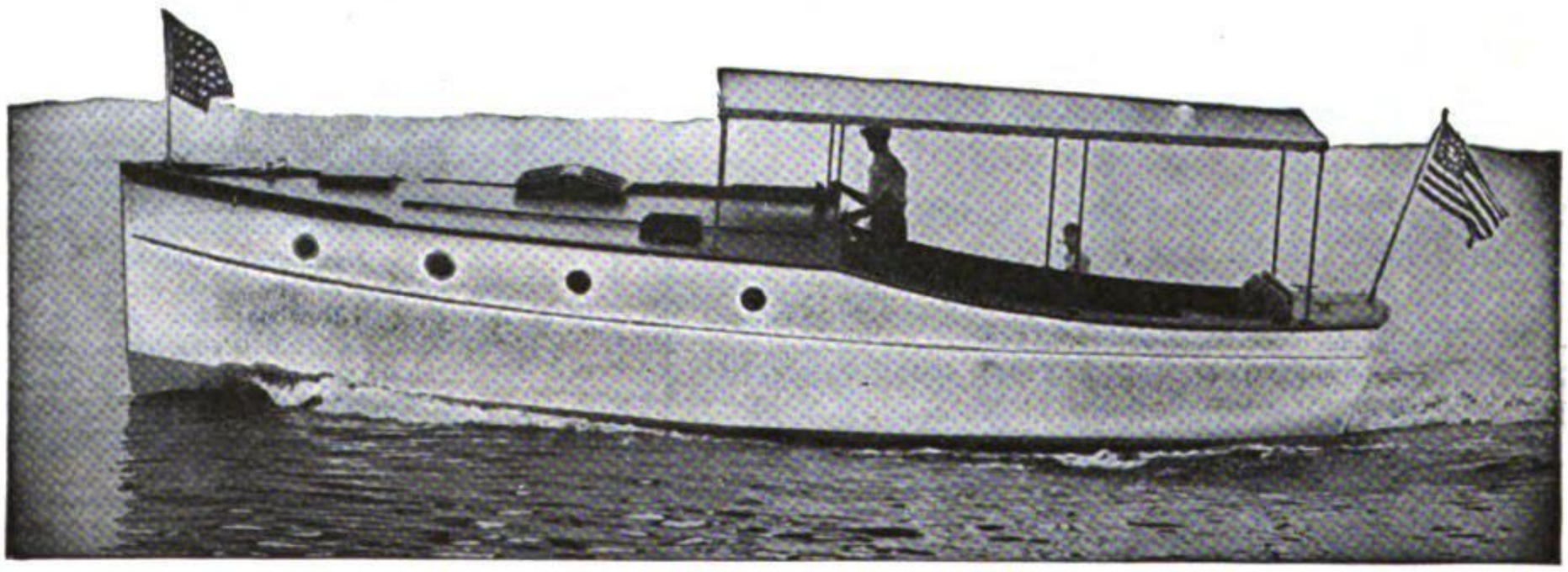
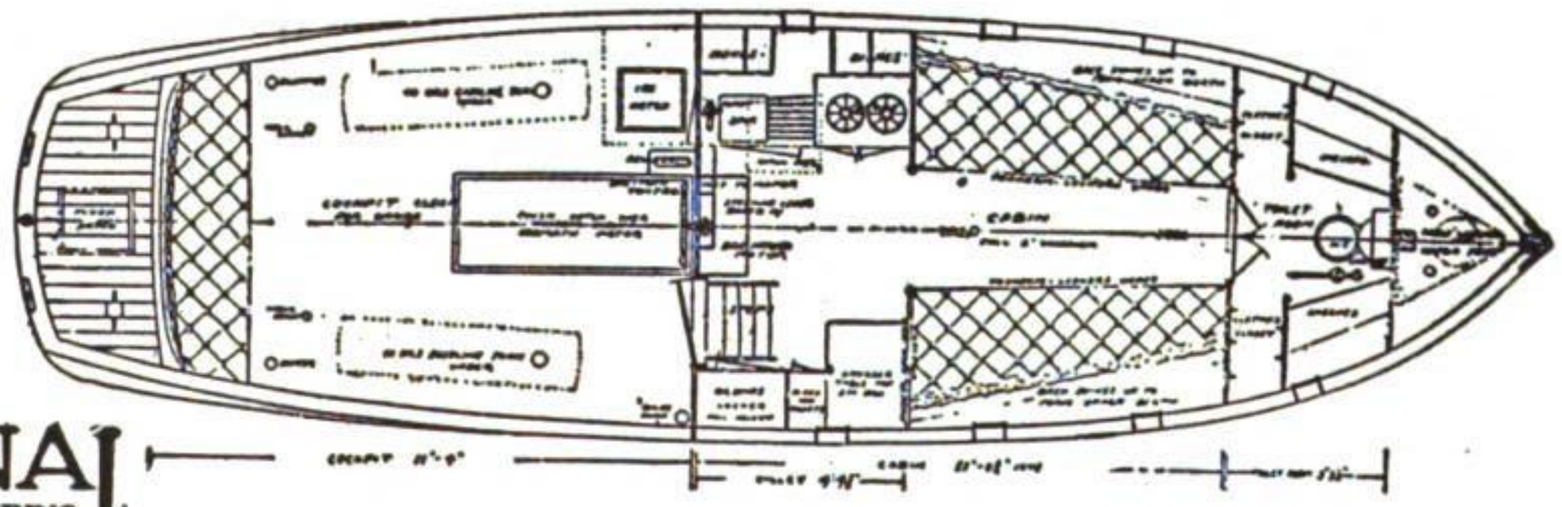


PRICES

$3950 with Kermath 20 H. P. Engine, speed 10 miles per hour.

$4350 with Kermath 35-50 H. P. Engine, speed 12 miles per hour.

The Best Boat Value—
By a Very Wide Margin



Arrangement Plan

INTERNATIONAL
SHIPBUILDING AND MARINE ENGINEERING CORPORATION
NYACK, NEW YORK, U.S.A.

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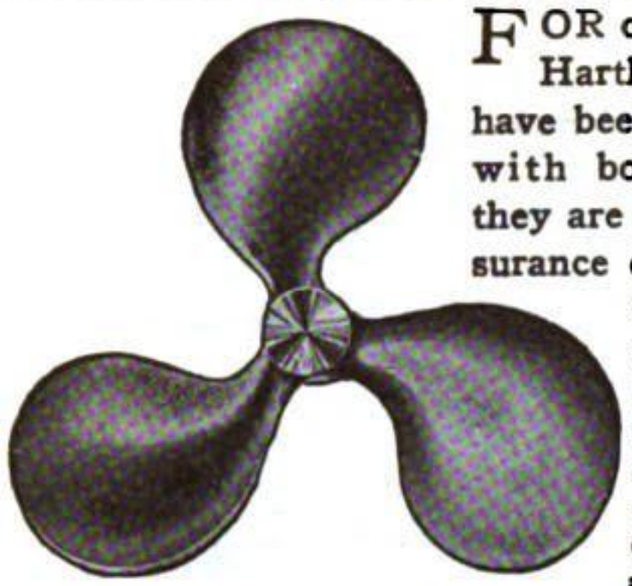
HARTHAN
TRUE SCREW
PROPELLERS



FOR over twenty years Harthan propellers have been making friends with boatmen because they are sold with the assurance of absolute satisfaction.

Harthan True Screw Propellers are the product of master craftsmen. More efficient, dependable or durable wheels are not made.

Harthan wheels are designed so that the greatest area is at the tip of the blade and are tapered down near the hub where the dead water collects. This design secures the maximum thrusting power. They are made of the best bronze obtainable and are perfectly balanced.

Let our engineers aid you in selecting the correct pitch and type of wheel for your boat. Use the coupon below.

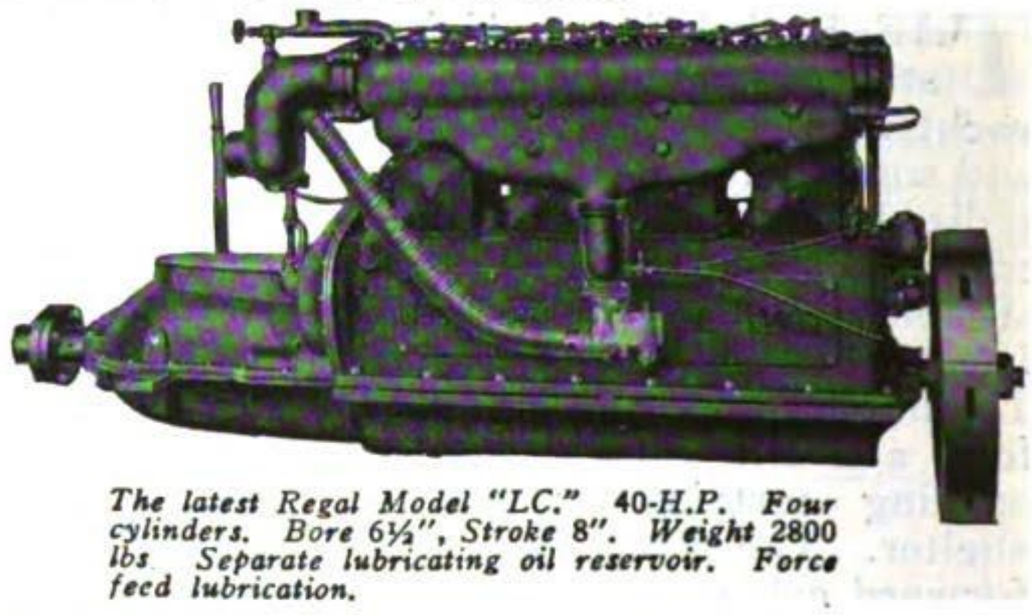
MARINE EQUIPMENT & SUPPLY CO.
116 Walnut Street Philadelphia, Penna.

CLIP AND MAIL THIS COUPON NOW

Water line length.....Beam.....
Construction (light, heavy, medium).....
Make of engine.....H.P.....R.P.M.....
Present speed.....Present wheel.....Present R.P.M.....
Name .....
Address ......"B"

REGAL ENGINES
Are Better Power Plants

WHEN you buy a Regal marine engine you do not pay for useless frills or pet fads that add to the price but not to service. Into the Regal is built extra service, ruggedness, oversize parts, higher quality and better workmanship. These, together with basicly correct engineering principles embodied in the Regal design, give the Regal the title "The Power Plant of Unending Durability."



The latest Regal Model "LC." 40-H.P. Four cylinders. Bore 6½", Stroke 8". Weight 2800 lbs. Separate lubricating oil reservoir. Force feed lubrication.

Regal engines are built to endure the hardest usage and always do. They succeed where others fail. Among the seventeen Regal models, ranging from 2 H.P. to 100 H.P., one to eight cylinders, you will find a power plant capable of bettering the performance of your boat, more economical and lower in first cost than other engines of equal size and power. Regal engines operate on gasoline, kerosene or any water-white fuel.

Write today for complete catalog

Also, inquire about REGALITE, a ¾ KW air cooled electric lighting plant for boats, homes, and isolated buildings.

REGAL GASOLINE ENGINE CO.
74-82 West Pearl St. Coldwater, Michigan

SPECIAL SALE
Guaranteed Rebuilt Engines

Popular 4 cycle types. Well known makes.

At Greatly Reduced Prices!

Sterling, E 17-25 h.p. 4 cyl.	$400
Buffalo, MY 25-30 h.p. 4 cyl.	400
Red Wing, B 32-40 h.p. 4 cyl. elec. start.	400
Red Wing, F 28-36 h.p. 4 cyl.	300
Scripps, E 45-70 h.p. 4 cyl. elec. start.	800
Frisbie, FD 18-20 h.p. 2 cyl.	300
Sterling, Pair Dolphin Six, 235 h.p. ea.	pr. 3,000

Brand New Display Engines

Doman, 8-10 h.p. 2 cyl.	$200
Frisbie, 18-20 h.p. 2 cyl.	400

In Good Running Condition

Speedway, E 4 cyl. 25 h.p.	$150
Speedway, E 6 cyl. 35 h.p.	300
Murray & Tregurtha, 4 cyl. 40-60 h.p. heavy duty	400

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WALTER H. MORETON CORP.
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BOSTON MASS.

25 MILE SPEED BOAT $1,200

"Sandusky," a fully equipped 18 foot, five passenger "Sport Boat" and yacht tender with a guaranteed speed of 25 M.P.H. Smooth, easy and swift riding unlike any other boat at equal price. Durably constructed to last a lifetime. Salt water equipped. Electric starter $100 additional. Crating $20 extra.

Immediate Delivery from Stock.

Also builders of Dinks 11' 6"—$75; 13' 6"—$85; 15' 6"—$95
13' 8" Flat Bottom Rowboat—$50. All Prices F. O. B. Sandusky, Ohio

Write for catalog

SANDUSKY BOAT & CABINET CO.
Washington and Meigs Sts., Sandusky, Ohio

PEERLESS
MARINE ENGINES

4 and 6 cyl. models
50 H.P. to 175 H.P.

Medium Duty **Semi High Speed**

Send for Catalog and Price List Today

Peerless Marine Motor Company
2160 Niagara Street **Buffalo, N. Y.**

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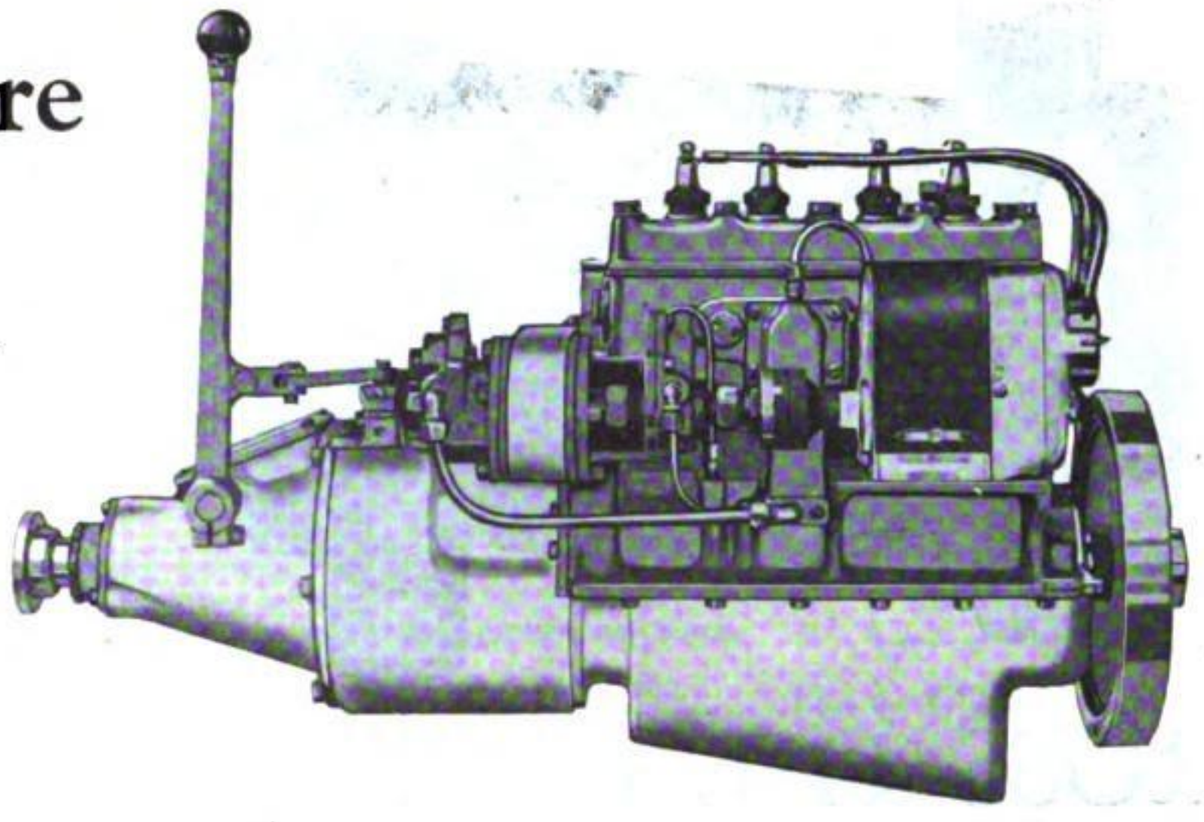
An Engine *of* Pleasure
and
Lasting Satisfaction



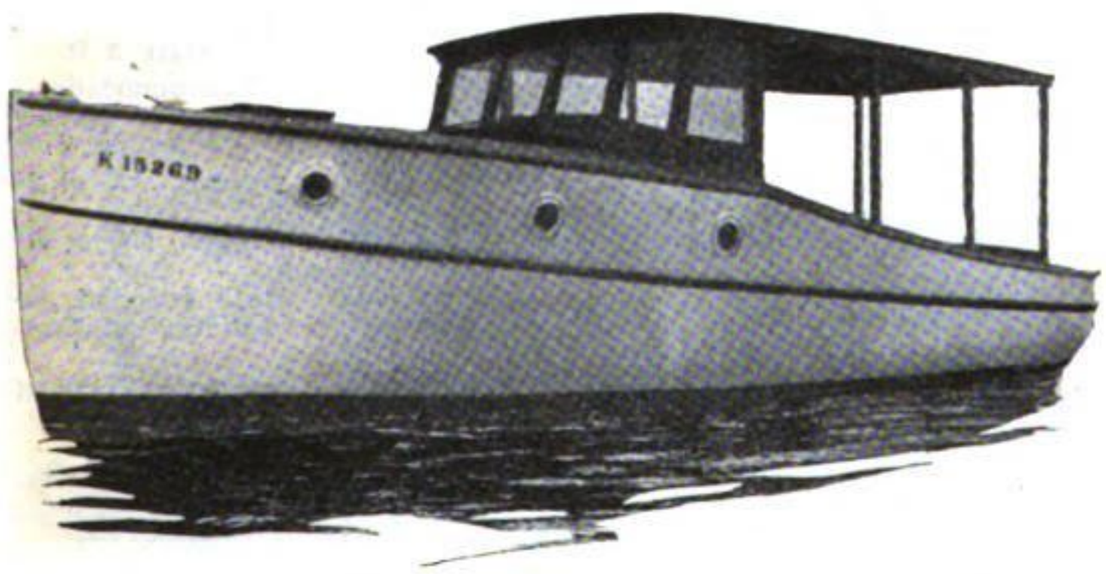
Through years of intensive study and development HALLETT small boat engines have reached a stage of perfection capable of rendering that satisfactory service which you are looking for.

The elimination of bearing worry through the adoption of TIMKEN roller bearings on crank, cam and reverse gear shafts, is only one of the many advanced engineering principles incorporated in this remarkable engine.

Catalogues on request.

2¼" Bore, 2¾" Stroke.
10 H.P. at 2500 R.P.M.
Weight 190 Lbs.
Price $300.00 F. O. B. Factory.

HALLETT MFG. CO.
8th Avenue at 67th Street
Los Angeles, Cal.



$2300 for the 28 Foot *Johnson "Everyday" Cruiser*

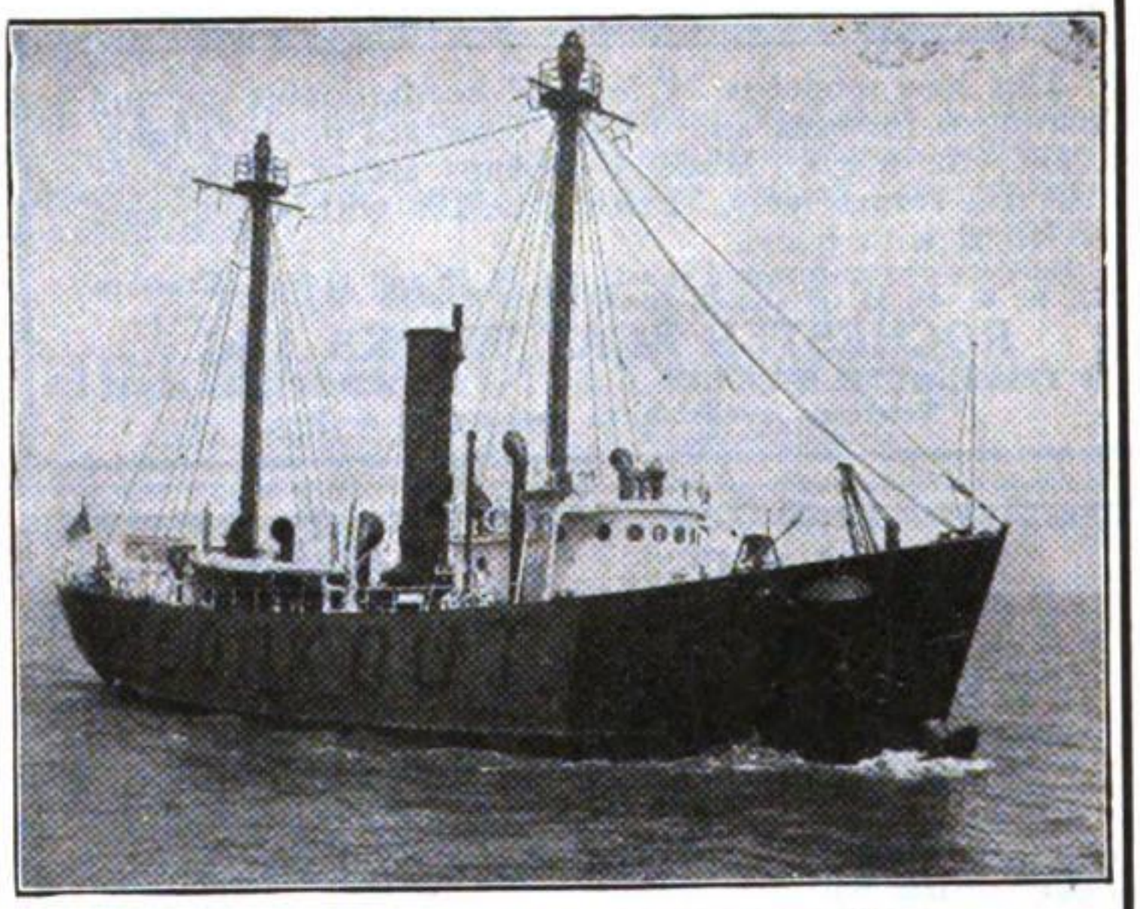
HONEST design, honest workmanship and an honest price make the "Everyday" Cruiser the biggest value and the best buy of any boat of its class. Every comfort and convenience is included, yet no part of its sturdy construction is sacrificed. Face the facts at this price and make your own comparisons.

SPECIFICATIONS

28'x8'x2' raised deck cruiser — Sleeps 2-4 comfortably
Cedar planking, mahogany trim throughout, mahogany "Clear-Vision" windshield
Sands marine toilet — Built-in ice box and galley
Full set cushions, Kapoc filled — Bronze underwater fittings
Power—20 H.P. Kermath with electric starter and generator
Price—Fully equipped, ready to sell, including electric lights throughout boat, in the water Bergen Beach, Brooklyn, N. Y., $2,300.00
SPEED—10-12 miles

JOHNSON BOAT WORKS
ESTABLISHED 20 YEARS
Bergen Beach, Brooklyn, New York City

CAPE LOOKOUT SHOALS LIGHT SHIP
Also light ships Nos. 72, 80, 81, 105 and 107 are equipped with Hill-Diesel Generator Sets.



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LANSING, MICHIGAN

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A SCIENTIFIC and efficient means for cooling and rejuvenating your motor oil. Returns oil at proper temperature.

Guaranteed to pay for itself in a season's run in cost of oil formerly wasted through evaporation.

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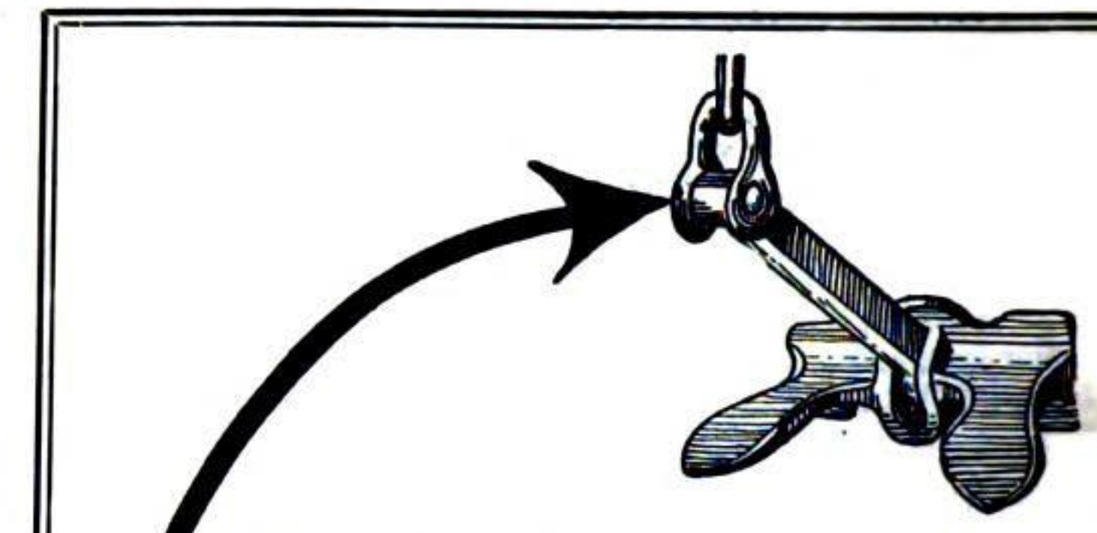

FROM A BOAT NAIL TO AN ANCHOR!

Ability to deliver at once whatever your boat may need is never more appreciated than at the opening of the sailing season.

Completeness and prompt service are characteristics of the CARPENTER establishment.

Wire or phone us for any last minute items you may find lacking.

If you do not have a copy of our 1926 Catalog send for it.

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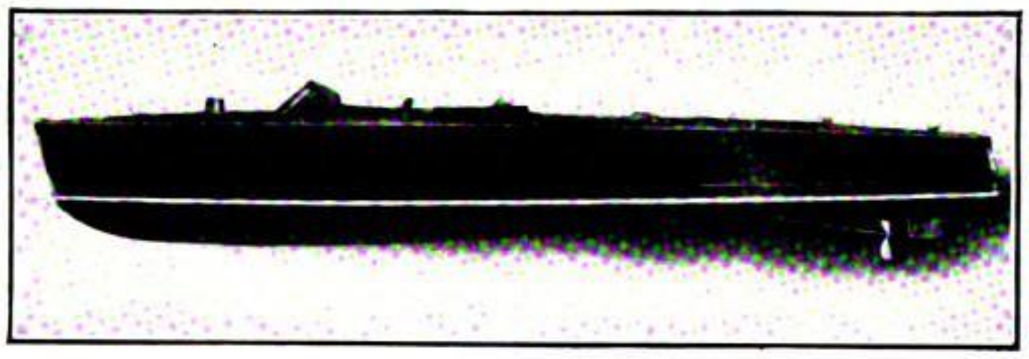
MARINE SUPPLIES
Sailmakers and Riggers
200 W. Austin Avenue Chicago

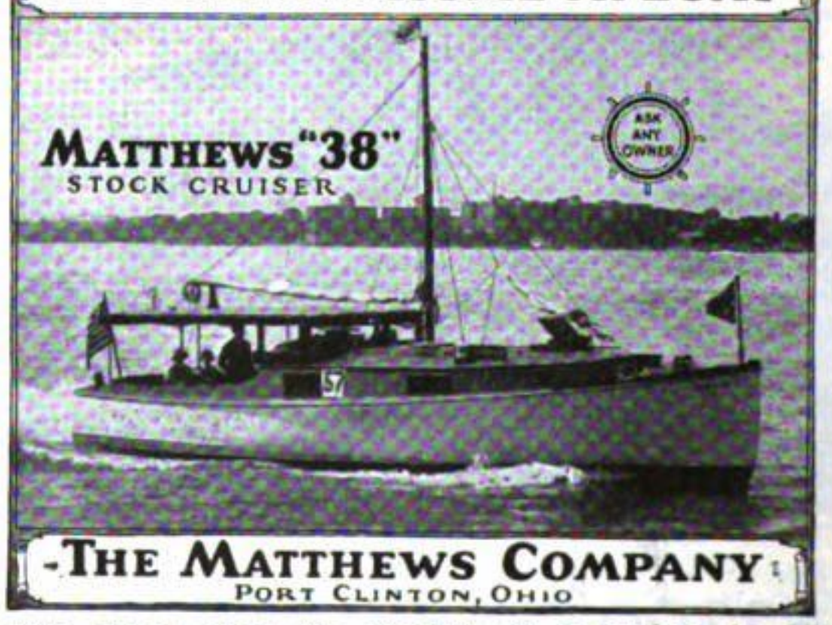


This new model is 24′ long, 6′ beam, double cockpit seating 6 forward and 3 aft. Standard power equipment 4 or 6 cyl. Model F Scripps Motor, 25 and 35 M.P.H., respectively. Price, $2,950.00 with 4 cyl., and $3,450.00 with 6 cyl.

Builders of standardized runabouts, 24, 28 and 30 feet. Cruisers 33, 36, 40, 45, 50, 55 and 65 feet.

ROCHESTER BOAT WORKS, INC.
10 CHARLOTTE STATION ROCHESTER, N. Y.
Territory available to responsible dealers.

A SUMMER HOME AFLOAT



Length 38 ft.
Beam 11 ft. o.a.
Draft 3 ft.
Accommodation, four to seven people.
Speeds, 12 to 20 miles.
Power, 50 to 200 h.p.
Sold complete, including auxiliary sails.
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Over Thirty Years the Standard of Comparison in Excellence of Design and Construction

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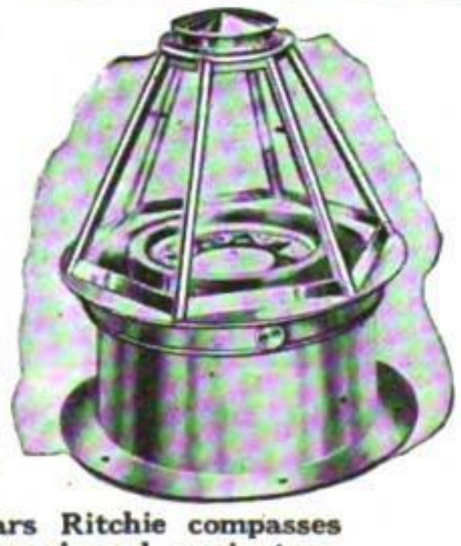

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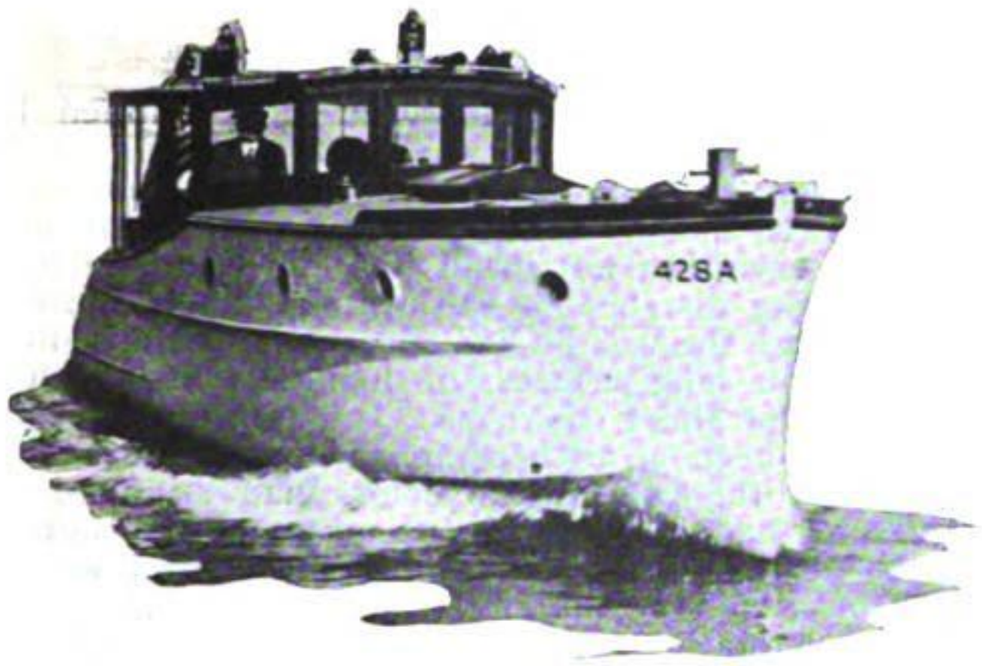

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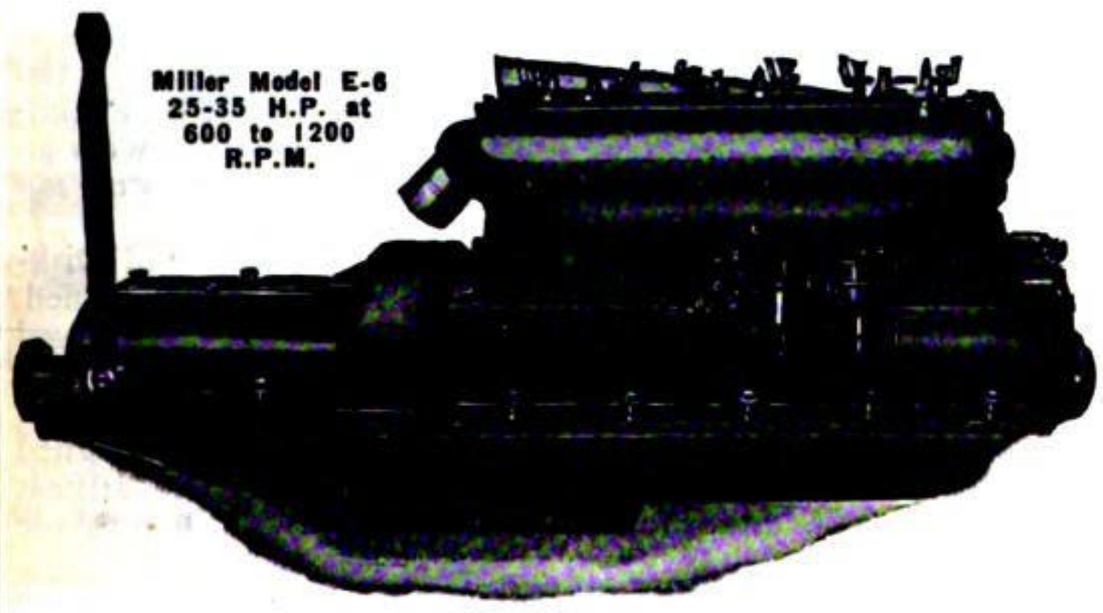

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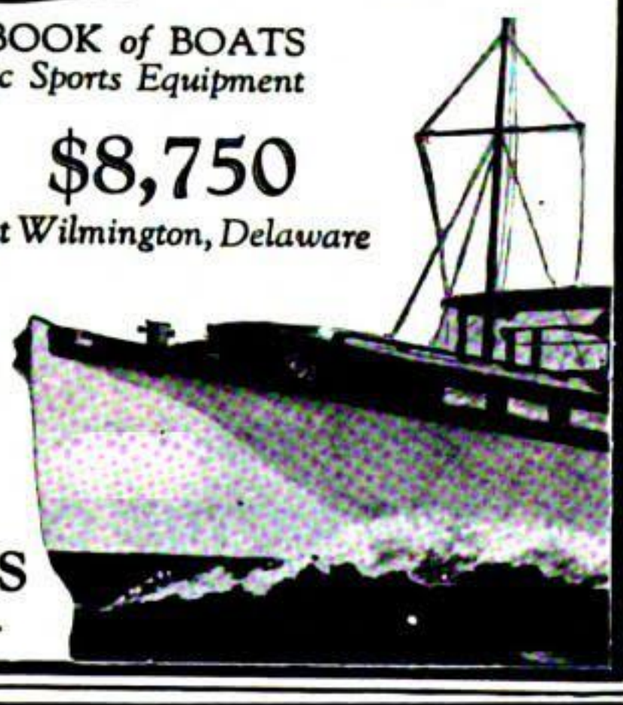

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One 33'x9'6" mahogany trunk cabin cruiser. Spring berths, water closet, dresser, galley, ice box, sink, clothes locker; 35 H.P. Brennan motor with electric starter; speed 10 m.p.h. $2500.00. (Motor optional.)

We offer several good navy hulls from 24 to 50 ft.

APEX BOAT WORKS
NEWMAN AVE., CLASON POINT, NEW YORK

The Battle of Dorchester Bay

(*Continued from page* 19)

later, catching the wind where he wanted it, slipped his mooring cable, hoisted job, wore away, and sailed out of the little harbor. This was work—if one could call it that—that Quartermaster Free liked. He had been five months now in the Naval Reserve, but not in all that time had he been closer than smelling distance to salt water. Each summer for four years before the war he had spent on Nereid, sailing with her owner on long cruises, or handling her with a couple of cronies for short day trips. In that time, despite his youth, he had become an accomplished yachtsman.

Naturally, when the call to the colors had sounded on April 6, 1917, he had quit college on a moment's notice, hurried to the nearest Reserve enrolling office, and signed on for naval duty. Giving his age truly as nineteen years, but modestly understating his qualifications and his experience as a navigator of small craft, he had received the rating of quartermaster, second class, and had thrilled to the thought that he was among the first to help his country, even though in a subordinate capacity.

His ardor had been somewhat dampened a few weeks later when he heard the news about Elmer Collins. Collins was a young primitive who had made a loud noise in Free's ears ever since they had met in college. On the campus Collins had talked about his exploits on the prep school gridiron—but had failed to report when the freshman squad lined up. On the water, where the two had come together as guests of a Boston yachtsman, Collins had talked of his experiences on the Mississippi ("where it takes a real he-man to handle a boat")—and had cast off the throat halliards when the owner asked him to ease the main sheet. Everywhere, on every occasion, Collins had beat the big drum, and with nearly everybody but Free had managed to get his bluff across.

And then, with no more knowledge of seamanship than he had been able to cram in a few days of intensive study, Collins had applied for enrolment in the U. S. N. R. F., had recounted imaginary experiences on this, that, and the other type of boat and body of water, and had been granted a commission as ensign. Although a Naval Reserve commission in the early days of the war was miles removed from a commission in the regular Navy, this way of winning it had rankled with Free. On the day when Collins, resplendent in his gold braid, first appeared at the Charlestown Navy Yard, Free, clad in the garb of a common sailor, saw him and rushed up to him.

Extending a welcoming hand, he had shouted, "Snappy work, Elmer, old boy. I always knew your talents would be rewarded."

And the newly commissioned ensign, full of dignity, and recognizing a veiled rebuke in Free's words, had drawn himself erect and said, "An officer does not shake hands with an ordinary enlisted man. Give me the salute that is due my rank, and I shall return it."

The fact that three seasoned officers of the line had witnessed this exchange of amenities and had covertly grinned, and that six hard-boiled gobs had taken it in and guffawed outright had not increased the *entente cordiale* between the former college friends. Thereafter, until Collins was made commander of a small sectional patrol boat and assigned to duty in Boston Harbor, Free had given him the stiffest salutes in passing, and the ensign had usually failed to see them.

Now that Free was afloat on Nereid and once more on his natural element, he longed for an encounter with the pretentious young Reservist. Though modest in word and in deed the quartermaster could not hide from himself the fact that he knew more about boats than a shipload of ensigns like Collins.

The breeze freshened off the land as Nereid dipped her bowsprit to deep water, and before many hours had passed Marblehead and Nahant were dropped astern, Dear Island was abeam, and Free was flattening sail to enter Boston Harbor. There was regret in the boy's heart as the islands closed about him, for in the uncertainty of conditions in the newly organized Reserve he could not tell when he would again feel the heave of blue water. But he had ahead of him the pleasure of beating single-handed to his destination, and with a last lingering look astern he set himself to avoiding shipping and following the channel to Neponset.

And then, when he had run close-hauled past Spectacle and Thompsons, his sailor's eye sighted something that redoubled the pleasure of his work. There, standing out of Dorchester Bay, was the little S. P. boat of Ensign Collins. In times of peace this craft had been referred to a thousand times as "that terrible floating horse-car"—an epithet derived from her high cabin with its unwinking rows

(*Continued on page* 114)

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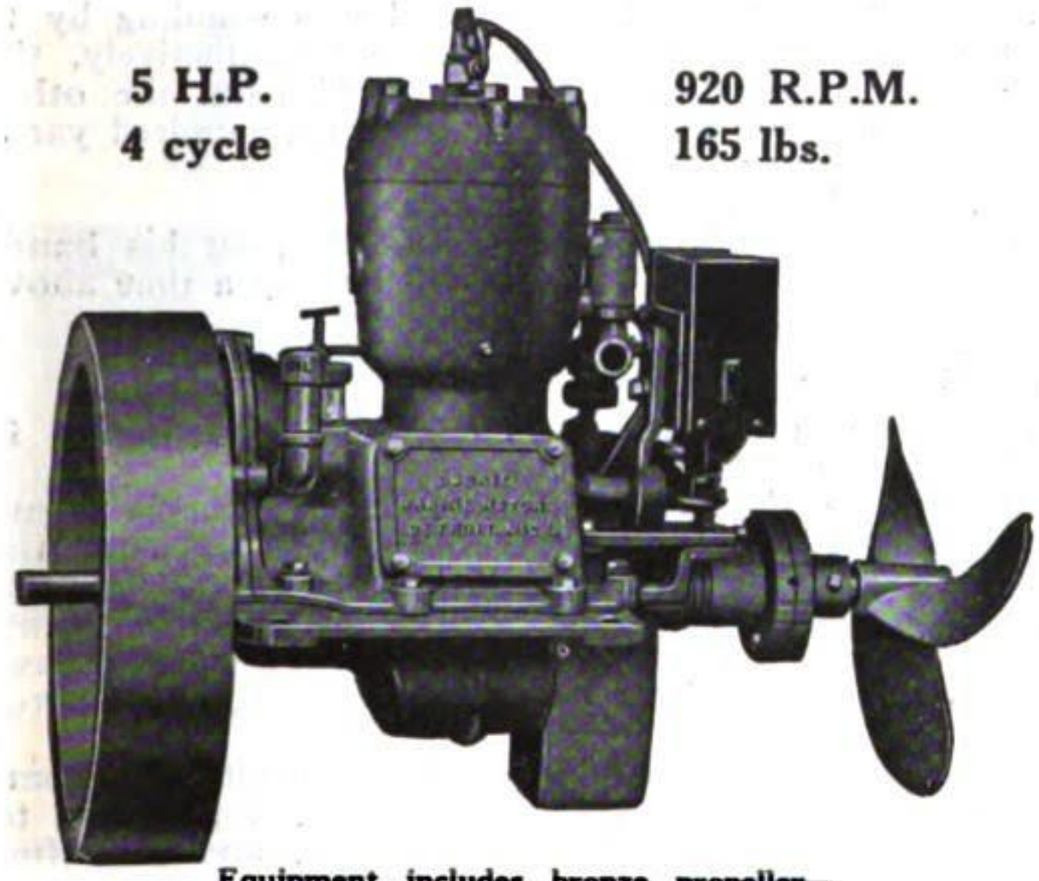
For Genuine Satisfaction Get a

DuBrie



5 H.P.
4 cycle

920 R.P.M.
165 lbs.

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Dozen 18.00

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23" x 2¾".....$7.50

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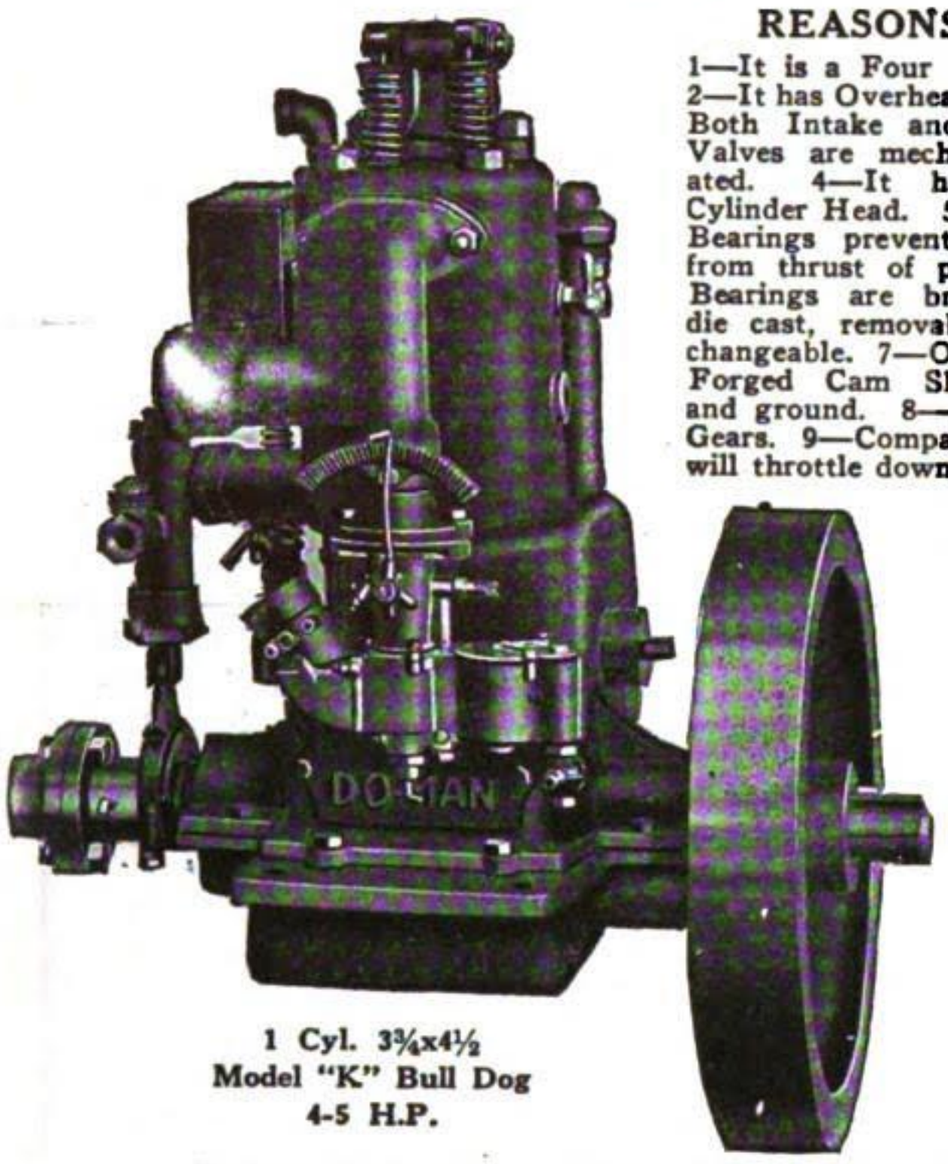
"BULL DOG"
4-5 H.P. MARINE ENGINE
The Best Small 4-Cycle Engine in the World



1 Cyl. 3¾x4½
Model "K" Bull Dog
4-5 H.P.

REASONS WHY

1—It is a Four Cycle Engine. 2—It has Overhead Valves. 3—Both Intake and Exhaust Valves are mechanically operated. 4—It has removable Cylinder Head. 5—Ball Thrust Bearings prevent undue wear from thrust of propeller. 6—Bearings are bronze backed, die cast, removable and interchangeable. 7—One piece Drop Forged Cam Shaft hardened and ground. 8—Cut semi-steel Gears. 9—Compact, Light, and will throttle down to low speed. 10—Guaranteed 5 years.

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GRAY MARINE MOTORS

UNMATCHED VALUES!

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Small but powerful. Thrives on hard work. Valve-in-head. Best design and workmanship. Reverse gear extra.

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Same construction as famous Gray model "Z" used as standard equipment by over 100 boat builders, including Richardson and Elco. Built to use with separate reverse gear.

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Main Office and Works: Springfield, Mass.
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The Battle of Dorchester Bay

(*Continued from page* 112)

of plate glass windows around the sides. Now, hastily painted battleship gray, but with her windows looking as lubberly as ever, she commanded respect as a guardian of Boston Harbor. And with Ensign Collins in charge she was a very busy craft, signaling ships of the Navy, inspecting everything, ordering to a standstill ocean liners that could have run her down without feeling the impact.

A puff of wind struck Nereid and she heeled over, washing her lee deck and trembling with the joy that every sailboat feels. "I can't help it," Free was whispering, "I may be a conceited ass, and I probably am. But I hope Elmer Collins takes a good look at this little hooker and realizes that he would be as helpless as a baby if he had her tiller."

The flaw passed and Nereid righted, purling along with diminished speed. Looking across her deck, Free saw that the S. P. boat had killed her way and was standing by to speak the joyous, vibrant sloop. Almost instinctively, the sailor spilled his wind and awaited word from the other craft. It soon came, megaphoned across the hundred yards of intervening water.

"I say, what boat is that?"

"The sloop Nereid," answered Free, cupping his hands and speaking in a voice that had carried many a time above the thrashing of sails.

"Where are you bound?"

"To Neponset."

"Who gave you permission to take a pleasure cruise in time of war?"

Free, enjoying the routine catechism which his friend Collins bawled across the water, would have answered the last question as truthfully as the first. But at that moment another gust struck him. Fearing that he would be blown out of the channel if he did not have steerage way, he gave Nereid a rap full and drew away from the sectional patrol boat.

Instantly there was activity on the picket craft. Her commander jangled the engine-room bell, ordered two men to the machine gun which adorned the bow, and put after in hot pursuit. But in a moment Free, feeling that the sloop was once more under control, came into the wind and waited. And now as the S. P. boat halted in the sloop's lea, Ensign Collins for the first time recognized the man at the tiller.

"Say you, Free," he shouted from the forward deck, "I'm going to make it my business to board you and find out why you're sailing around in civilian's clothes on a pleasure boat. Heave to before I fire a shot across your bows."

"I'm practically hove to already," retorted Free. "Come aboard at your own peril. I have to step lively when these puffs hit her." All thought of volunteering an explanation of his movements was now vanished from the young skipper's mind. He had a feeling that something very delicious was about to take place.

But to Free's disappointment Collins now turned to a chief petty officer who stood at his elbow and exchanged a few words with him. Evidently the C. P. O., an oldtimer in the Navy with three hash marks on his left sleeve, advised against boarding a craft which was as under-manned as the Nereid. Collins once more raised his voice and ordered Free to follow him to Neponset.

"Shall I follow you or follow the channel?" asked Free, with what seemed to Collins an impudent grin.

"Follow me, I said," he replied. "My boat is as big as yours, and perhaps I know the way even better than you."

"No doubt, Captain," said Free, suavely, "but I happen to draw twice as much water.

"Follow me," repeated the ensign, more exasperated than he cared to show. With great dignity he turned stiffly, bent slightly, and entered the glass cabin of his boat.

For the first half mile the S. P. boat's course happened to be a broad reach for the sloop. Free, taking advantage of the opportunity, braced his leg against the tiller and had a word in private with the quartermaster of the other craft.

Signaling in semaphore in the close-armed way that quartermasters have when they want to chew the fat, he spelled out the initials PVT (for private) and then asked, "How do you like life on the ocean wave?"

The quartermaster, standing astern under orders to watch the sail-boat, signaled acknowledgment and then answered, "It's the gravy—all but the skipper. Ain't he the cat's whiskers?"

"You said it. I used to know him when he was a mere lad. That's why he loves me."

The other Q. M. laughed (with the palms of his hands) and then volunteered, "He don't love nobody but himself." The other Q. M. had never had the advantage of a college

(*Continued on page* 118)

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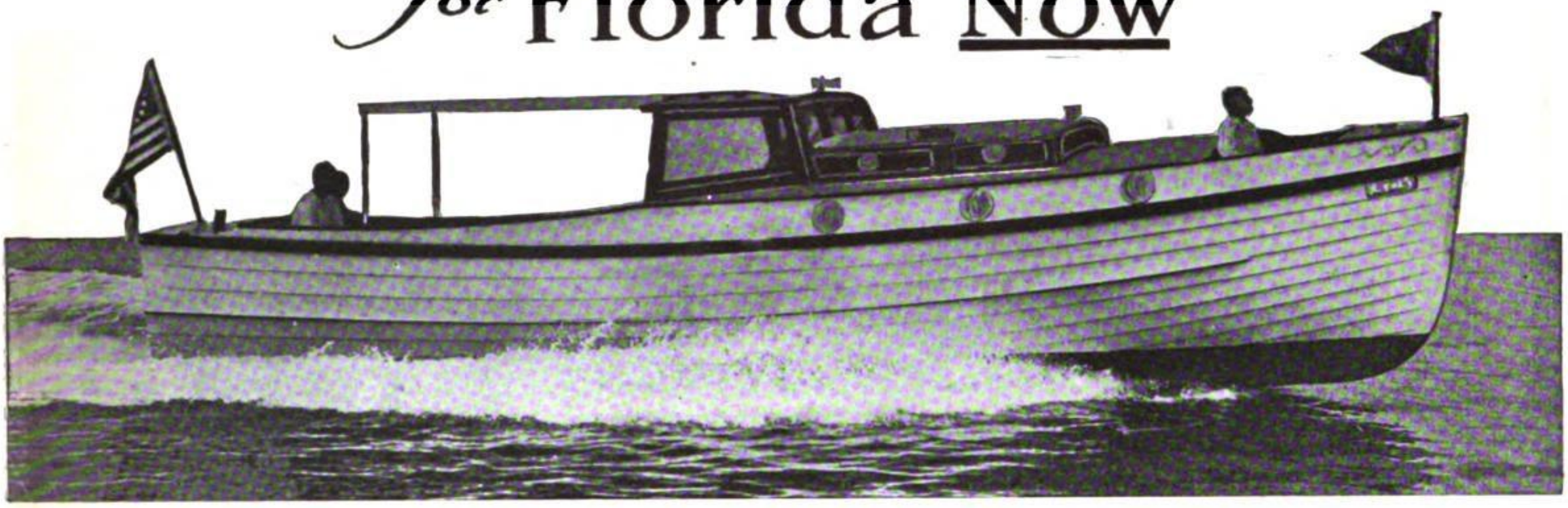
Don't Delay!

Order Your Banfield Thirty Foot Cruiser for Florida Now



BANFIELD 30-Foot Cruisers will be limited to a production basis of 20 boats only for the coming 1926-27 Florida season. This warning is given to the many sportsmen who were disappointed last year. Orders are now being booked with deliveries starting October 1st.

Never in the history of Motor Boating has a Cruiser of this size met with such popular favor. The speed, shallow draft and extreme seaworthy qualities of these famous boats make them the most ideal deep sea fishing and general all around pleasure craft for Florida and Northern waters.

Workmanship of the very highest is found on these Cruisers. Sleeping accommodations for party of four, together with galley, toilet and forward cockpit.

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Price, complete, less Motor

$4500.00

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Powered with

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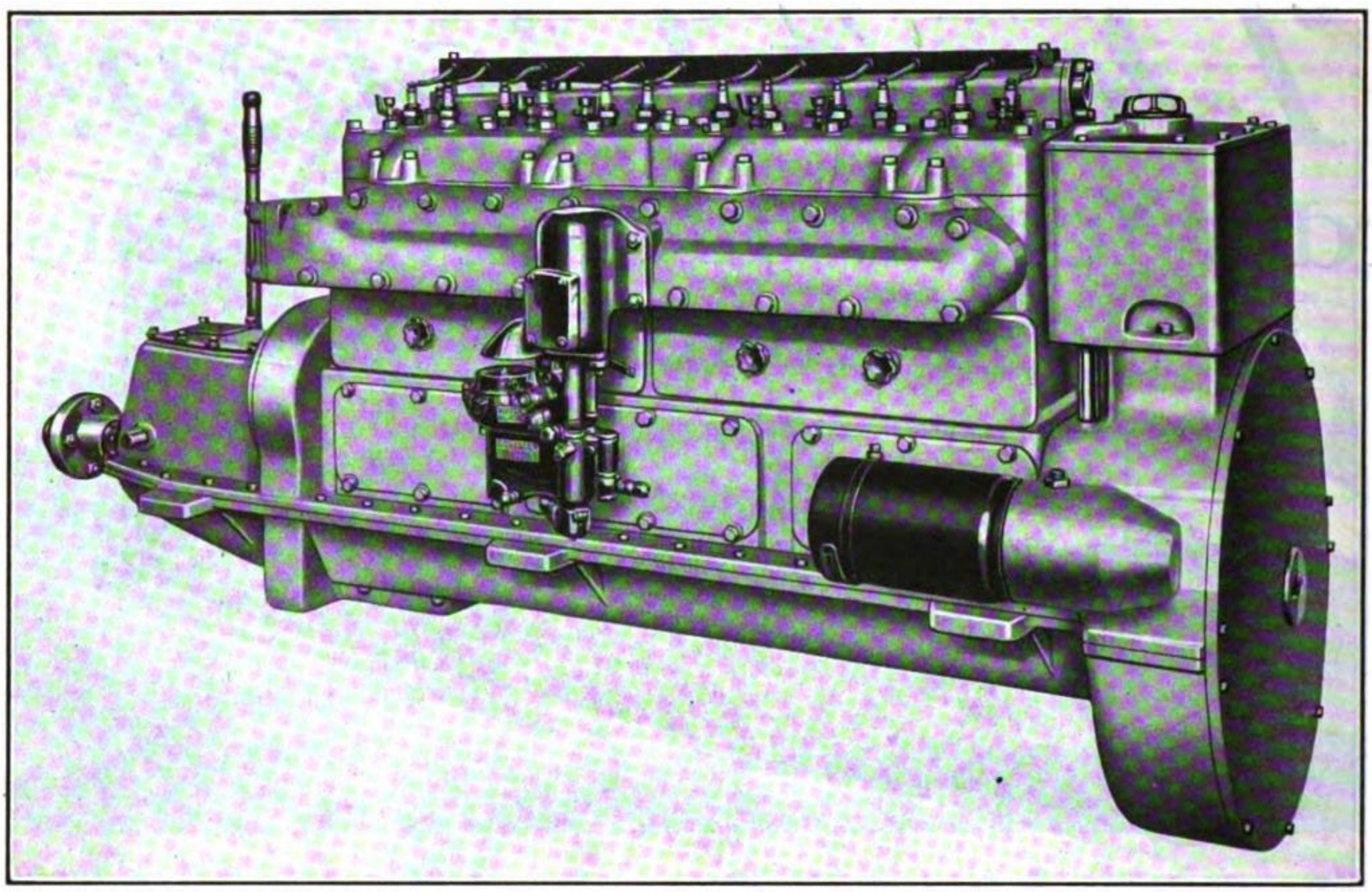

Chris-Craft Runabouts Are Available with the Hundred Horse Kermath

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Guaranteed speeds of 30 to 32 miles an hour and a warranty of one year go with Chris-Craft Kermath equipped.

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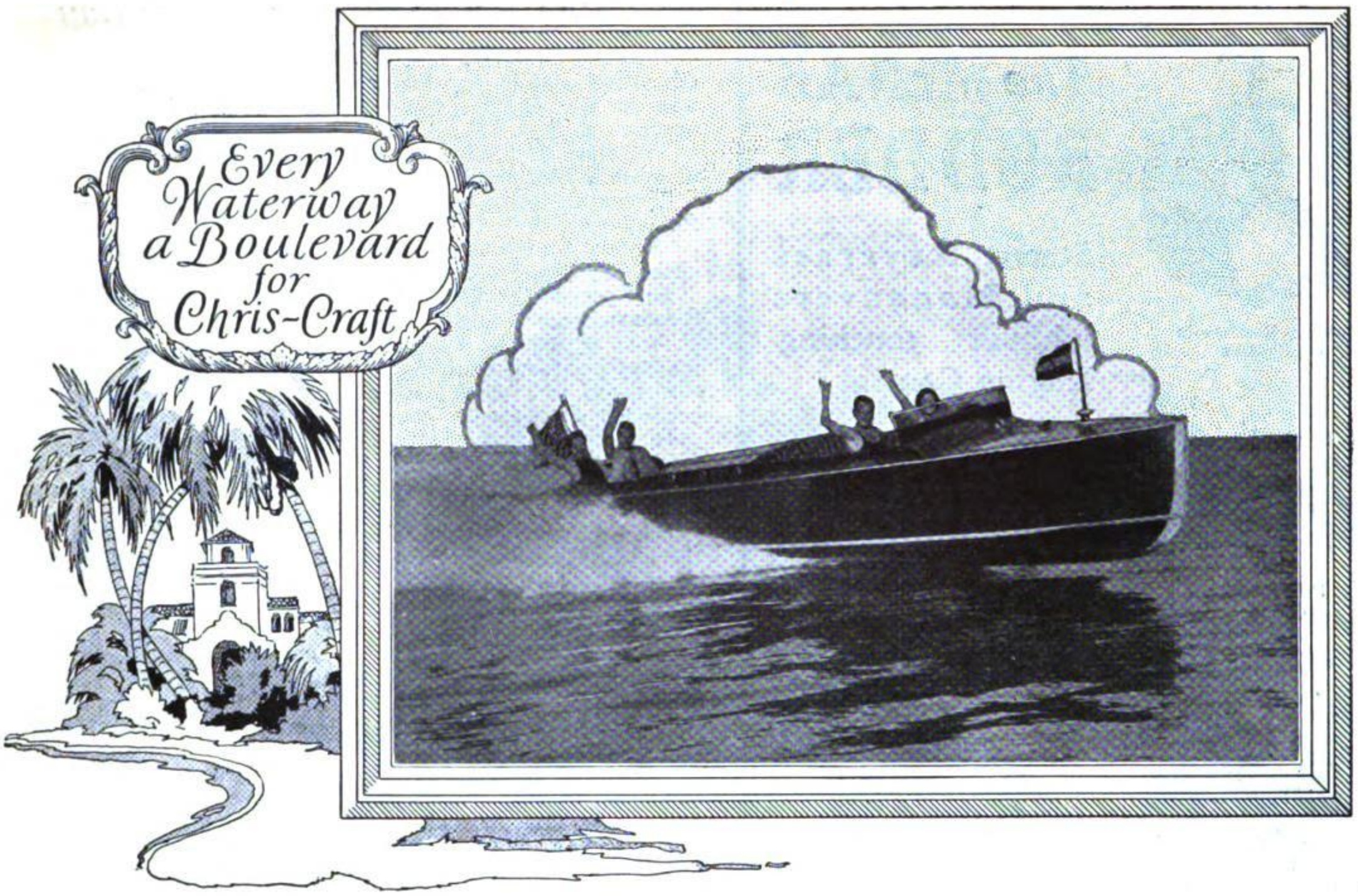

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Chris Smith & Sons Boat Co.

ALGONAC, MICHIGAN

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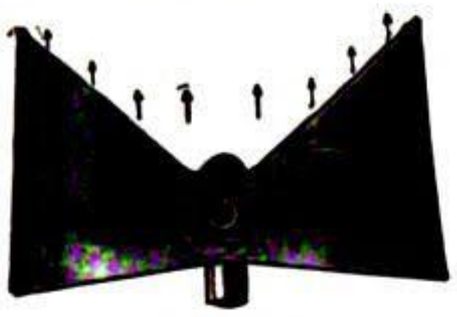
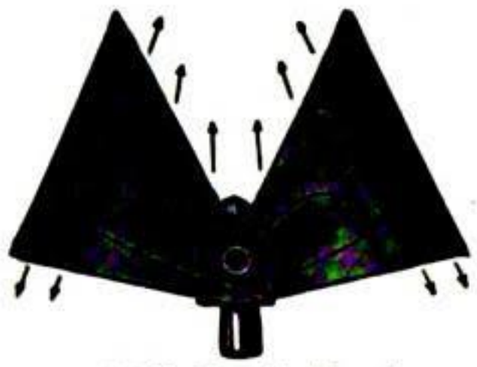
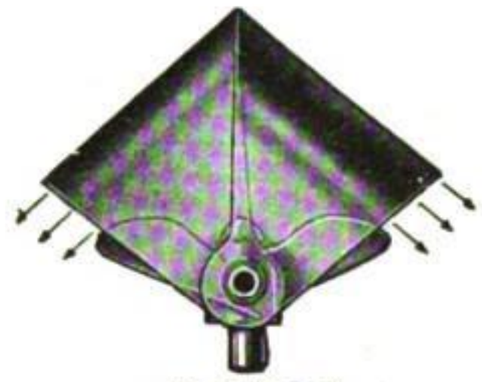


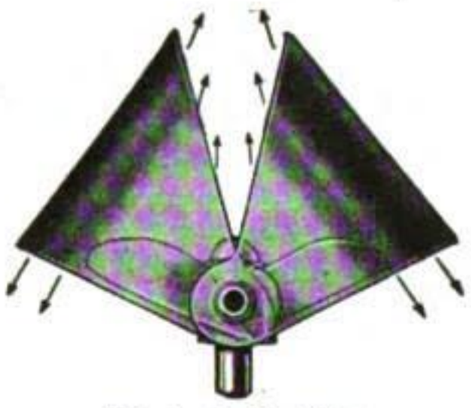
Full Speed Ahead



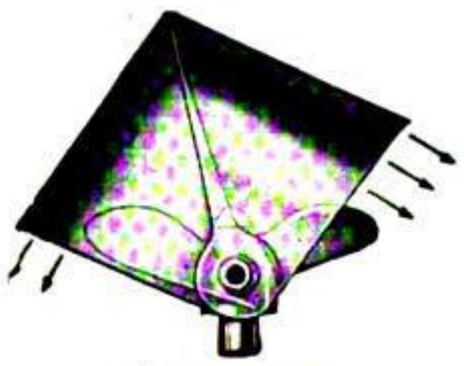
Half Speed Ahead



Full Speed Astern



Neutral Position Boat Stationary



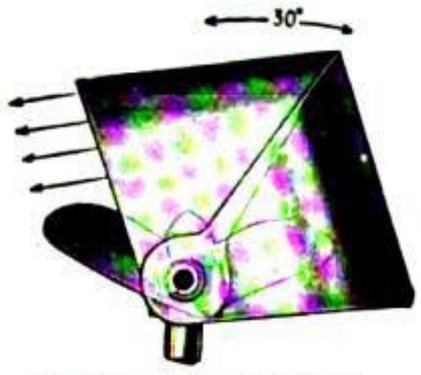
Astern-Bow to Starboard

No matter how small your boat is—even outboard motor boats can use a McNab Rudder—you can afford a McNab Rudder.

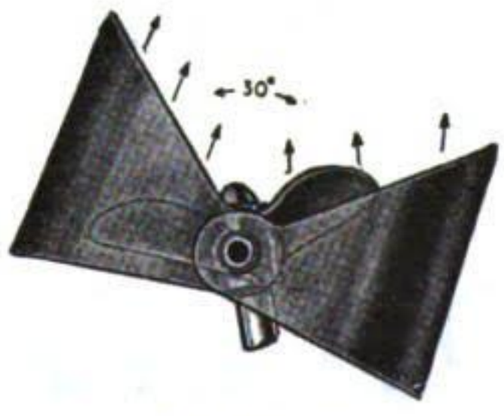
Here is what can be done with a McNab.

1. Boat can be held stationary as if at anchor.
2. Boat has a reverse speed equal to approximately one-third ahead speed.
3. Boat can be rotated on its own axis as if on a pivot without progression.
4. A flexibility in ahead speed ranging from the fraction of a mile per hour to maximum can be obtained without altering the continued ahead speed of engine and propeller.
5. From full speed ahead boat can be brought to a dead stop in approximately her own length without slowing down engine or propeller.

Write for complete information, give size of propeller diameter and B.H.P. of engine. Owners of outboard motor boats simply state make of motor. Write today.



Rudder Closed, Hard Over, Boat Spinning on Own Center



Hard Over, Bow to Port

McNAB CORPORATION

Dept. 35

YONKERS, N. Y.

The Battle of Dorchester Bay

(*Continued from page* 114)

education and his grammar was as bad in semaphore as it was in the spoken word. Nevertheless, he got his idea across.

And then Free, his eyes on the alert despite the semaphoric diversion, shot out.

"I see shoal water ahead. Shall I follow you or follow the channel?"

"Follow us," came back the answer. "Didn't you hear what the insect said?"

So Free, knowing that the mud was soft and that Collins' consternation would be great, followed the shoal-draft S. P. boat across the flats and promptly went aground. With his last few feet of headway he managed to head Nereid into the wind, and then, working like greased lightning, succeeded in dousing the canvas before another puff struck her.

In the meantime the S. P. boat had rounded to astern of Nereid, and her young skipper, red of face and angry of voice, demanded to know whether Free had run aground on purpose.

"Orders are orders, sir," replied the sailor. "You ran up the letter K, as it were, and I had to follow you wherever you went."

"You'll pay for this, my friend. Stand by to take a line, and I'll tow you off."

A line was passed and Free, doubled over with repressed laughter, made it fast to one of Nereid's quarter bits.

"All fast, sir," he declared, straightening up, and added, "Mr. Collins, you'd better look out for the main boom. It overhangs about ten feet. I'd hate to have you break it."

Galled by this unsolicited advice, Collins set his lips in a straight line and angrily rang full speed astern. The S. P. boat, powerful for her size, chugged and churned, and in no more than a minute from the time the line was made fast, Nereid uneasily gathered sternway.

Instantly Free was at the tiller to hold it amidship and save the rudder from injury. He would have liked at this moment to hold his tongue and let Collins take the consequences, but love of boats was his controlling emotion and he called one last word of warning.

"When she comes, Mr. Collins, she'll come fast. Stand by for a ram."

But it turned out that the advice, kindly given, failed of its purpose. Collins, inwardly conscious of his defects in seamanship, suddenly became flustered. He had never towed a boat off a bank before. What, he asked himself, should he do? Keep on backing when the sloop came free, or cast off the towline to avoid her?

While his mind hung in indecision Nereid found deep water and seemed literally to leap at the fragile S. P. boat. Collins, rattled beyond hope of recovery, rang "Stop" and ordered a man to cast off the line. Like a charging unicorn, the sloop bore down, her boom seeking out the vulnerable spot in the S. P.'s armor. There came a rendering of wood and a crash of glass. Men threw themselves flat on their faces. The horse-car cabin of the S. P., torn adrift from its fastenings, hung askew from the Nereid's boom.

And then the fireworks began. Collins, finding that none of his crew was injured, went off like a pack of firecrackers, a skyrocket, and seven Roman candles. The air around the two boats crackled with electricity and smelled of sulphur. Blue thunderbolts played about Free's inoffensive head, and the Q. M. of the S. P., wrapping his arms around his stomach, rolled on the quarter deck and nearly died of laughter.

A moment of deadly calm succeeded this ferocious gale. To his C. P. O. Collins ordered, "Pass your line to the boat's bow, and tow him to Lawley's yard. First clear away the wreckage. There will be general court-martial for this, or I'll know the reason why."

Free, finding that except for a tear or two in her furled mainsail, Nereid was uninjured, but sobered nevertheless by the extent of the disaster to the Reserve craft, kept a discreet tongue in his head and clasped both hands to the tiller so that they would not be tempted to engage in insubordinate conversation with the other Q. M.

Minutes passed and the de-cabined S. P. brought her tow in silence to a wharf at Neponset. Yard workers gathered around, and one of them, a civilian who was unimpressed by gold braid or Reserve rank, exclaimed aloud:

"I allus said they oughter have rubber windows and folding tops on them S. P.'s."

Which failed to improve the temper of the outraged skipper. He, a gun strapped to his waist, and the quartermaster following at his heels, stepped aboard Nereid and curtly ordered Free to proceed below.

"Now then," he declared gruffly, when the three had

(*Continued from page* 124)

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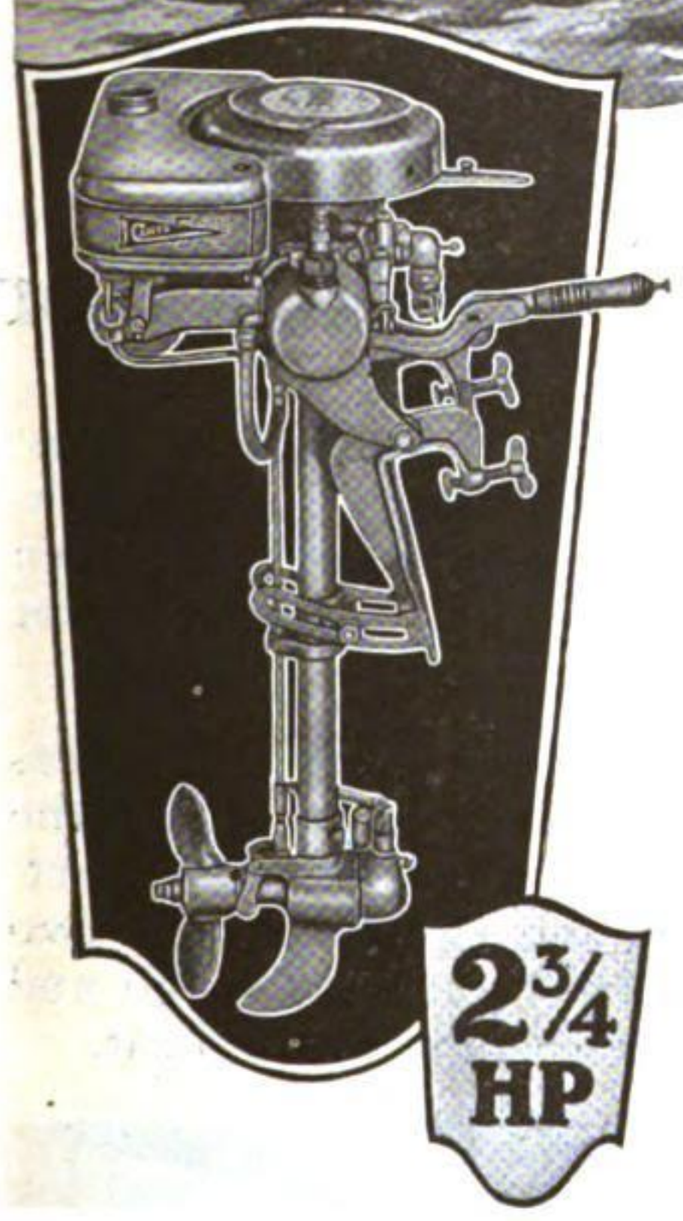
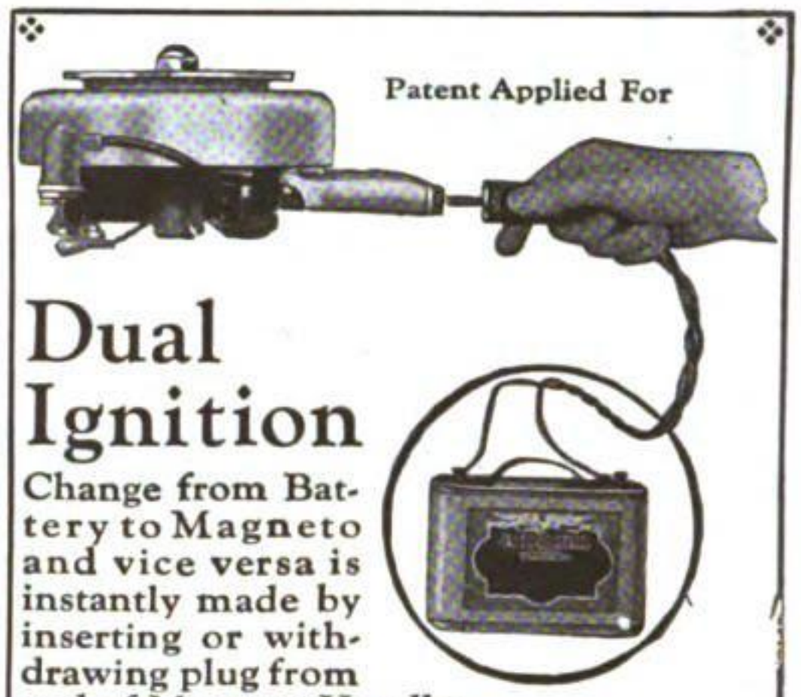
Dual Ignition Five Speeds Twin Cylinders Light Weight Power *and* Speed



$29.00 Puts this motor on your boat

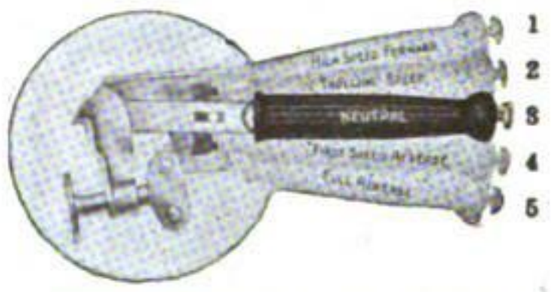
Patent Applied For



Dual Ignition

Change from Battery to Magneto and vice versa is instantly made by inserting or withdrawing plug from end of Magneto Handle.

Five Speeds



Change speeds by raising or lowering steering handle in ratchet. (1) Full speed ahead. (2) Trolling speed. (3) Neutral—boat stands still while motor runs. (4) Slow reverse. (5) Fast reverse.

LOOK at the features listed above. If you were writing your own specifications what more could you ask? Every advantage—every refinement that could possibly add to your boating pleasure and convenience is embodied in the

CAILLE DETROIT 5 Speed Twin

You can start in NEUTRAL without any load on motor—the motor runs but the boat stands still until you are ready to go—then go forward or backward by simply raising or lowering tiller handle, thus adjusting the pitch of the propeller blades. An exclusive Caille feature.

Dual Ignition

You have both magneto and batteries. Use either any time by simply inserting or withdrawing a plug. Users like to start with batteries—especially on cool, damp mornings. Then switch over on the hot, snappy spark of the magneto. Another exclusive feature.

For use in salt water, all under-water parts are made of phosphor bronze—impervious to corrosion—at no additional cost.

"Pay as You Play"

You don't have to "Pay down" the full price to start enjoying the pleasures of a Caille Five Speed Twin. Only $29.00 down obtains the motor. Take care of the balance in monthly payments. Send now for beautiful 1926 catalog and name of nearest dealer.

THE CAILLE PERFECTION MOTOR CO.

6214 2nd Boulevard **Detroit, Michigan**

CAILLE 5 SPEED TWIN

PRONOUNCED "CAIL"

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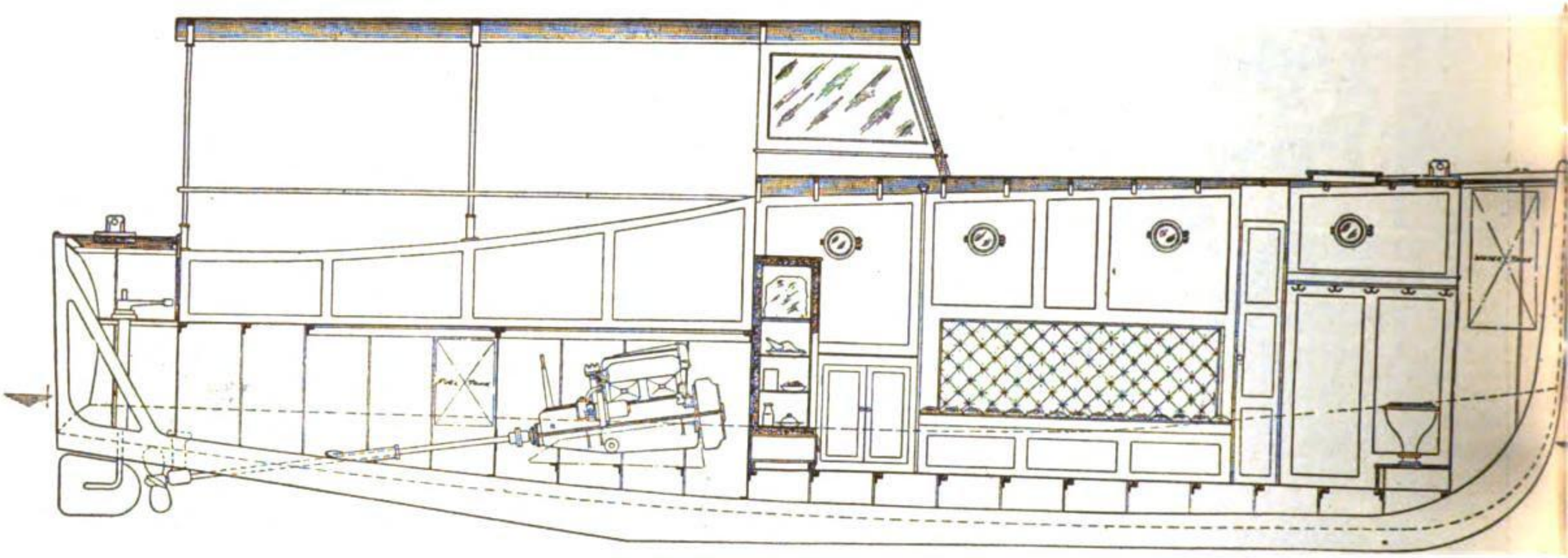
Boating Safety in

The First Offering of the Long



Constructed of Rust-Proof—Stainless Steel
Twice As Strong As Structural Steel
Seven Times Stronger Than Wooden Construction

HERE is the first real safe cruiser ever produced on a standardized production basis. It is practically non-sinkable and fireproof. Safety is the governing factor throughout the design and construction; yet, beauty, comfort and performance have not been sacrificed; but safety, reliability and durability have been developed to a degree never before attained in a pleasure craft.

The hull is built of rustproof-stainless steel, the same as used for your cutlery. Stainless steel, besides being non-corrosive, is seven times stronger than wood and has twice the strength of structural steel. Four watertight bulkheads divide the hull into five compartments. Powered with two 42 H.P. Erd four cylinder engines and equipped with two rudders you have the assurance of always being able to get where you want to go and back again, without that feeling of uncertainty experienced with a single screw boat.

Looking forward in main cabin. Showing the lavatory ahead and the pullman berths. The cushions are upholstered in Blue Spanish Leather.

The cockpit is twelve feet long and eight feet wide, roomy enough to set a table and enjoy dinner in the open air.

Advertising Index will be found on page 192

Copyrighted material

The Highest Degree

Awaited Standardized Metal Cruiser

SPECIFICATIONS

Length 32′ 2″. Beam 9′.
Waterline Beam 7′ 4″.
Draft 2′ 10′.

Cabins

Cabin 6′ 4″ headroom.
Complete washroom equipment.
40-gallon fresh water storage tank.
Two full length clothes closets.
Comfortable berths for four people. Blue Spanish leather cushions.
Complete galley equipment includes stove, icebox, etc.
Floors linoleum covered. Blue carpet between berths.
Four good size storage lockers.
Electric lights placed for your convenience.
All interior finish asbestos board, assuring a cooler cabin; White Enamel in panels and Mahogany trim.

Cockpit

Twelve feet long, 8 feet wide.
Mahogany panels and trim, finished natural and varnished.
Floors white pine, caulked and payed finished natural and varnished.
Mahogany windshield, with plate glass, bronze fittings.
Top, heavy canvas on mahogany frames.

Motors

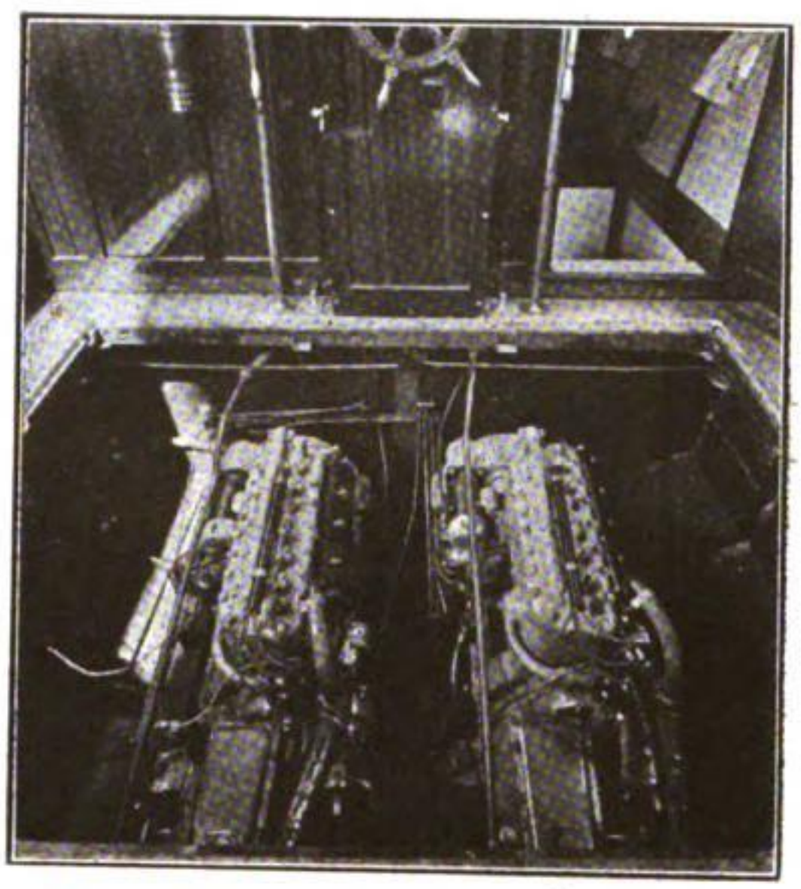
Two 42 H.P. Erd. 4 cylinder, 4-cycle, twin screws.
Motors isolated from gasoline tanks by steel bulkheads.
Gasoline capacity, two 40-gallon tanks, total 80 gallons.

Rudders

Two, provided as a safety first feature.
Mechanism operated by mahogany spoked wheel.

Equipent

Complete ground tackle furnished. Electric running and riding lights. Bronze fitted throughout.

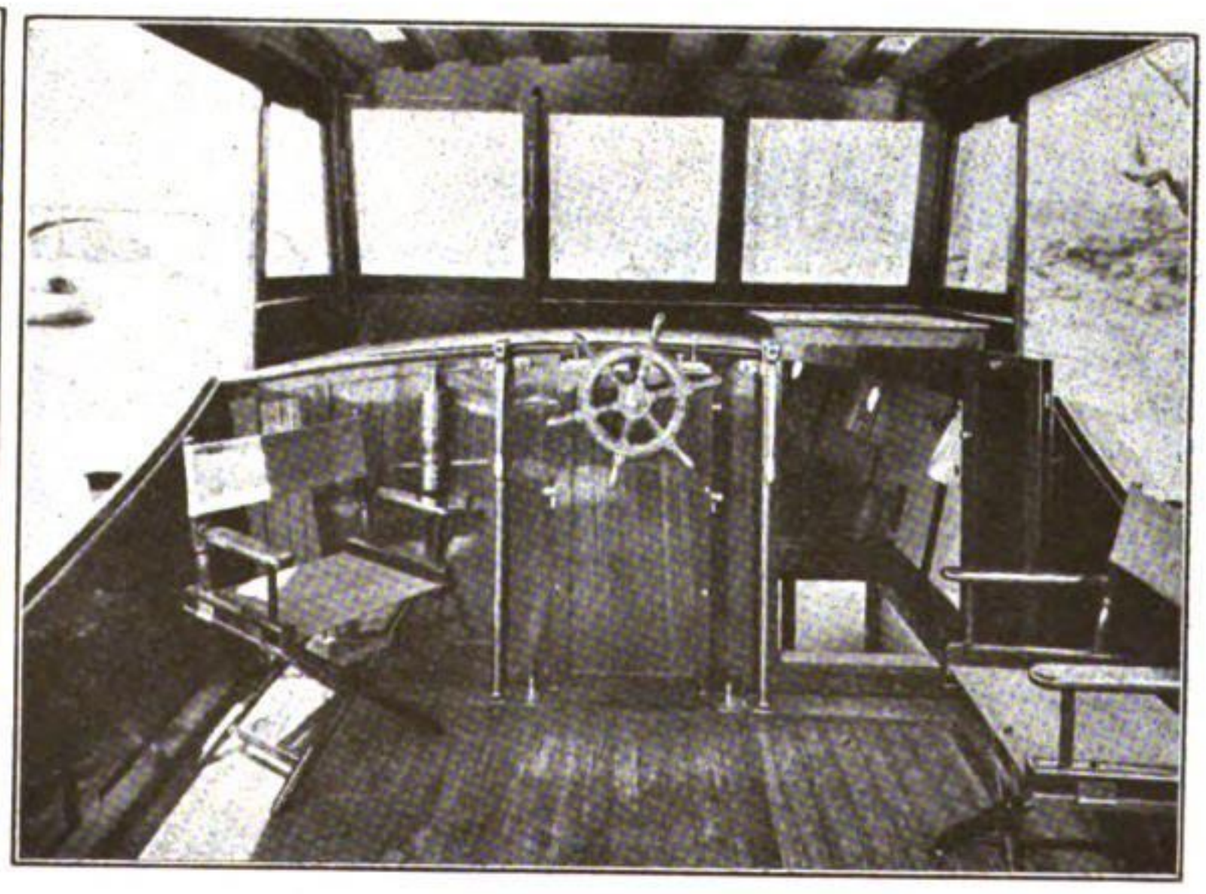


The engines are installed in a metal compartment beneath the cockpit deck and are readily accessible.

Write today for prices and further details

SAFE PLEASURE BOATS, Inc.
HARTFORD, CONNECTICUT

The galley equipped with ice box, two burner range, sink, dish rack and plenty of locker space.



The cockpit forward is protected with a three side windshield. All controls are centered near the wheel.

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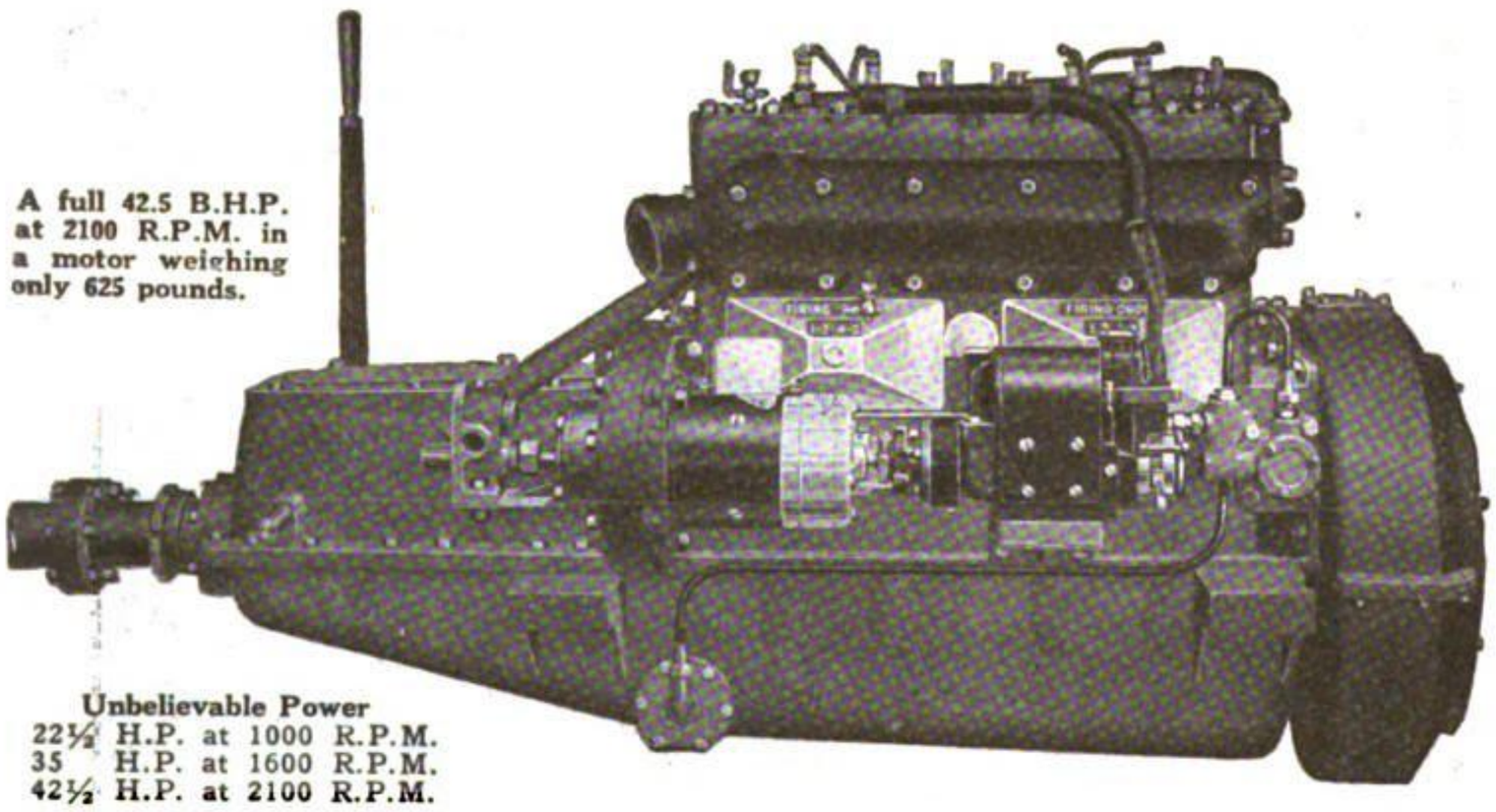
ERD

marine motor

Selected for the Safe Pleasure Metal Cruiser Because of Its Safety, Dependability and Durability

A full 42.5 B.H.P. at 2100 R.P.M. in a motor weighing only 625 pounds.



Unbelievable Power
22½ H.P. at 1000 R.P.M.
35 H.P. at 1600 R.P.M.
42½ H.P. at 2100 R.P.M.

Two Erd S-4 marine engines are standard power equipment on the new Safe Pleasure 32-ft. cruiser, built by The Safe Pleasure Boats, Inc., Hartford, Conn.

THE safety, durability and dependability of the ERD marine motors were the deciding factors in the selection of the ERD S-4 as power equipment for the first standardized metal cruiser—the Safe Pleasure Boat.

Back-firing of engines is one of the greatest hazards to boating. With the ERD it is impossible for the motor or boat to catch fire through back-firing. This is prevented by the special construction of the ERD intake manifold and air intake arrangement.

The durability of the ERD marine motor cannot better be told than by the sales records of our parts department. During the last three years the only repair parts sold were two valves, three cylinder head gaskets, and two timing gears, which were damaged by some foreign material that got into the motor through accident. This is an excellent example of ERD quality when you consider the large number of ERD motors that are in service every day of the year all over the world.

ERD engineering principles have produced in the S-4 a measure of dependability that has not been surpassed. Power when you want it—to answer your every whim—from a slow crawl to racing speed in a flash. And, with the throttle wide open, the ERD will run indefinitely as long as there is fuel and oil.

You can buy an ERD S-4 for considerably less than ordinary engines.

ERD MOTORS CORPORATION · SAGINAW, MICH. U.S.A. · Erd PEAK OF POWER ENGINES

Write today for illustrated catalog fully describing every detail of ERD S-4 construction and features of superiority.

Immediate Deliveries From Stock

ERD MOTORS CORPORATION

Saginaw, W. S., Michigan

"A WORLD-WIDE REPUTATION FOR DEPENDABILITY SINCE 1896"

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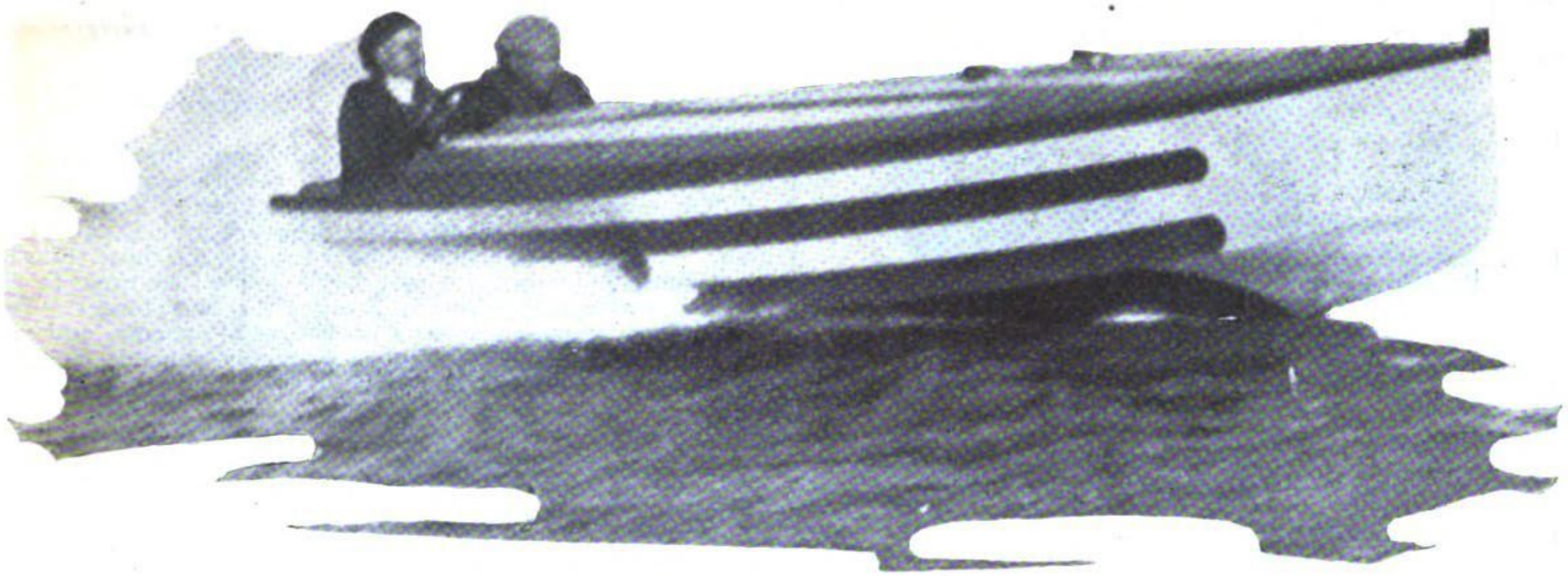


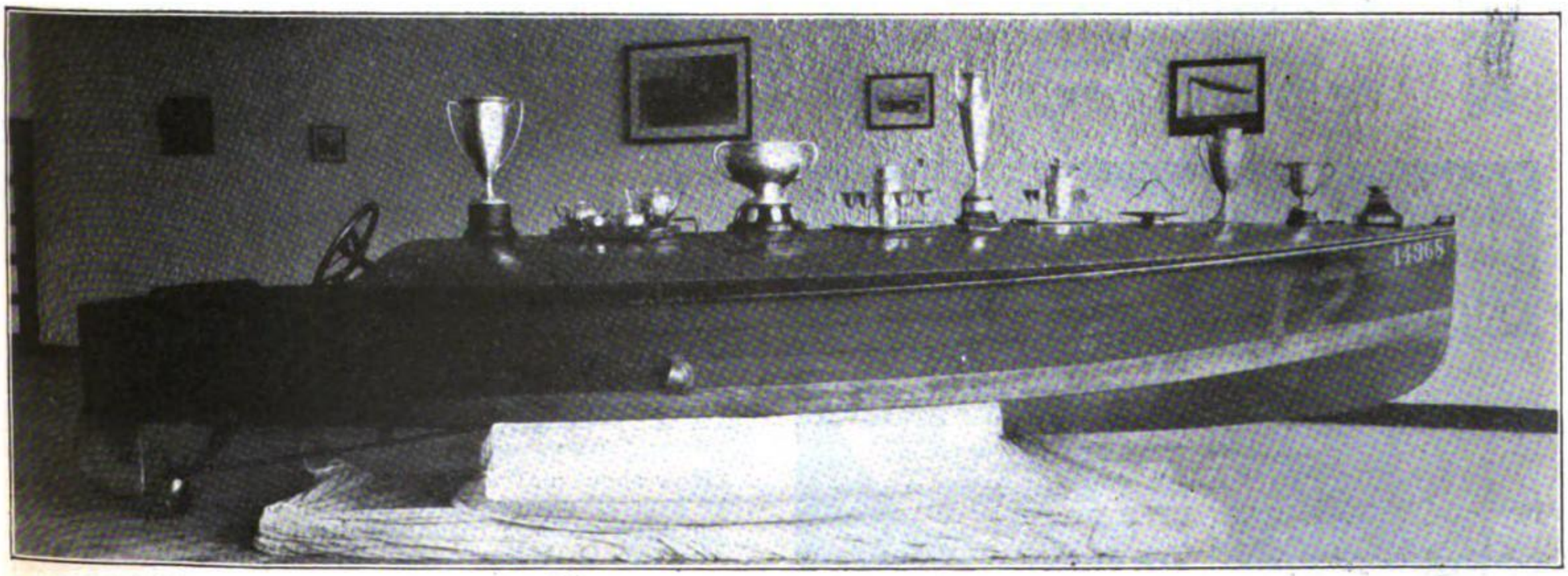
Available from Stock *for* Immediate Delivery

YOU can now own one of these fast eighteen-foot runabouts, combining thrilling speed, moderate cost and real utility for all runabout service. They are constructed by the original designers and builders of the first Biscayne Babies, ten of which raced at the 1925 Miami Beach Regatta and ten others participated in the Manhasset Bay Regatta last summer, attracting widespread attention.

Powered with Scripps Junior Gold Cup motors, Biscayne Babies give a speed of 40 miles or better. They are staunchly constructed of the finest of materials, mahogany planked and salt water equipped. Your Biscayne Baby is ready and can be shipped immediately via rail or boat to any point in the United States. Price, $2,800 complete.

PURDY BOAT COMPANY

PORT WASHINGTON, N. Y.



A SEASON'S WINNINGS—H. Paul Prigg, Owner

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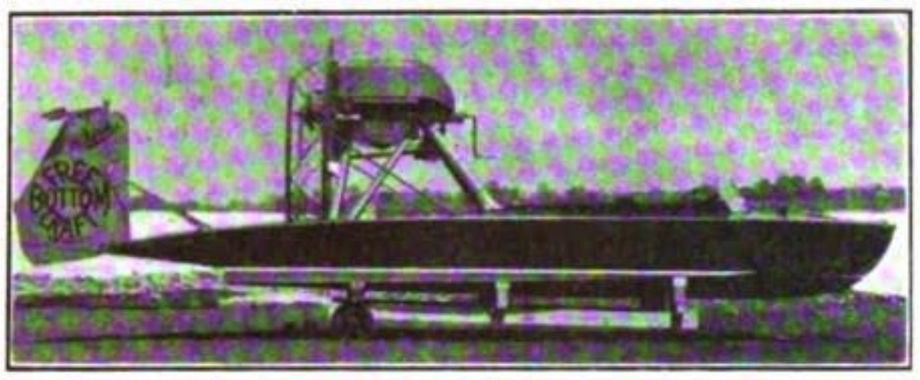


"Nothing on the Bottom But Paint"

"The thrill of skimming the very top of the water and speeding at thirty miles per hour where only canoes have gone before."

"The comfortable feel of a staunch and able craft which can run with the cockpit dry, through choppy seas and open water."

"The beauty and pride of a craftsman's product—built by the makers of seaplanes for the United States Navy."

All this is found in the 1926 *Whistler!*

FREE BOTTOM CRAFT

475 Fifth Avenue **New York City**

B. Schellenberg & Sons

EVERYTHING FOR THE PERSON OF THE YACHTSMAN, HIS OFFICERS AND HIS CREW

Clubs, yacht owners, commercial boat owners should take advantage of our almost 70 years' experience in outfitting the mariner, both inland and deep sea.

Crews and Club attendants furnished without Charge.

B. SCHELLENBERG & SONS

Established in 1857

99 to 105 Myrtle Avenue

(Near Bridge Street), Brooklyn, N. Y.

Telephone: Cumberland 0804

The World's Greatest Achievement in Marine Engine Value!

Model "O"

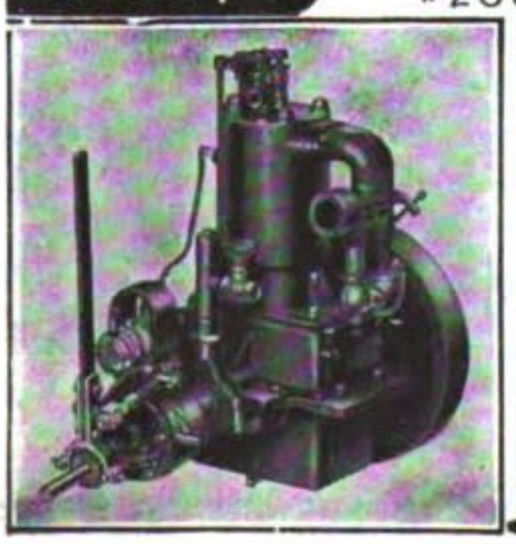
Gray $99.

5 H.P. 4 Cycle Reverse Gear & Magneto Extra

Four Cylinder Motor

Bore 3¾ Stroke 4½

$260.



BUILT by the manufacturers of the world renowned Gray marine engines and sold on a money back guarantee. The Gray model "O" is of the most advanced design, light weight, high power, smooth operation. Speed range 225 to 1,200 R. P. M. Oversize parts. Big power from overhead valves. Bearings bronzed backed. Annular ball type thrust bearing. Large oil reservoir. Operates on kerosene or gasolene. No other power plant gives so much value per dollar. With Wico Magneto, $136. Write today catalog.

GRAY MARINE MOTOR CO., 6912 Lafayette E. Detroit, Mich.

Over 60,000 Satisfied Gray Owners

The Battle of Dorchester Bay

(*Continued from page* 118)

found standing room in the cabin, "Quartermaster, put this down in your log."

To Free—"I charge you personally with insolence, rank insubordination, and destruction of Government property."

"Oh come, now, Collins," protested Free. "You can get off your high horse in the cabin with only the Q. M. present. You know darned well I'm not guilty of those things."

"Silence," demanded Collins. "I know we used to be friends and equals. But we are not that any longer. The United States is at war with an implacable enemy, and you have been the cause of damage to highly valuable Government property. I shall do my best to have you brought before a general court-martial."

"Oh, suit yourself," said Free. "I thought you had a sense of humor."

Collins controlled himself with difficulty. "Now," he said, "for the other side of the matter. You say this boat's name is Nereid?"

"Yes. Didn't you notice it on her counter when she took off your cabin?" It was impossible for Free to restrain his tongue for long.

Collins let the question pass.

"And your home port is —?"

"Neponset. I was bound here to Lawley's to have her hauled out."

"She will not be hauled out until all claims for property damage against her have been satisfied. And I may say right now that you have let the owner of this boat in for a pretty bill—a pretty bill.

"To continue: What is your owner's name?"

For the first time, Free looked at his questioner in open-eyed astonishment. The question of ownership had not previously arisen, and being a boat-lover himself, the young man took it for granted that Collins was acquainted with the reputation of Nereid.

"You mean to say," he inquired, the humor of the situation striking him afresh, "that you don't know the sloop Nereid of Boston, Marblehead, and all deep-water ports?"

"Answer my question." Collins was rapidly losing his recaptured patience, and there was an ominous ring in his voice.

Free, by way of compliance, reached into the flag locker and hauled out a square white flag—the one that he had decided against flying at the outset of his run. He spread it out, displaying the blue fouled anchor and the four blue stars.

"I wish to tell you that I am not interested in yachtsmen's private signals. I am an officer of the Navy doing my duty in time of war, and I find it hard to convince you that I mean business. In plain English, give me your owner's name.

Free opened his lips to reply, but at that instant there came a muffled shriek from the quartermaster. He, one hand over his mouth, the other clutching his rumpled hair, looked at the emblem with eyes that you could have bushed off with a stick.

"Oh, my Aunt Mary, skipper," he choked. "Don't you know what that there flag is?"

Collins flushed at this new evidence of insubordination. "I insist that I am not interested in flags. I am trying to find out the owner of this boat—who, who will pay double damages for every minute that I am kept waiting."

"But," squealed the quartermaster, unable to find his natural voice, "the man that owns that flag and this boat won't pay nawthin' to the Navy. He's part owner of the Navy beside."

Collins turned the color of paper and his Adam's apple bobbed convulsively in his throat. Seizing his quartermaster's arm, he shouted, "That's not the Admiral's flag and don't you dare try to tell me it is."

"No," said the Q. M., soberly. "But it's the Assistant Secretary of the Navy's."

"Sure," volunteered Free. "He sent special word up from Washington that I was to take a 'forty-eight' and sail Nereid to Lawley's to haul her out for the duration of the war."

"Quartermaster," groaned Collins, as he turned and groped blindly for the ladder. "Destroy your notes and say nothing about this. I'll make a personal report to the Commandant." Heavily he climbed through the companionway.

"How about me," called the irrepressible Free. "Do I get that 'general' you promised me?"

But his ex-college friend answered no word.

The two Q. M.'s clapped right hands together in a resounding thwack and then subsided weakly to the cushioned transoms of the cabin.

"Oh, my hat," gurgled the man from the S. P. boat. "Oh these Reserve en-sines, these insects. Tell me, buddy, ain't this been a terrible war?"

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ON BOARD
HOUSEBOAT "RASCAL"
December 10, 1925.
I was compelled to head into a terrific sea for several hours before I could turn around and run for Georgetown jetties. Everytime the boat rose on a sea she would ride it until the sea reached about midship and as her nose dove into the trough her stern would leave the water and then come down with a terrible wallop as the sea passed under her.
The hull construction stood it fine. Her planking and seams are all o.k. and her keel is o.k. I think the hull construction is fine and I don't know of any house boat that would have gone through it as well as she did She was hard to steer and keep headed into it but she took a good beating and never showed a sign of it except for her steering gear.
Respectfully,
D. W. Griffin

The Captain ought to know!

THE "Vitesse," pictured above, admirably exemplifies the staunch, rugged seaworthiness which Staples, Johnson & Co. build into all their boats. The "Vitesse" is 67′ x 16′ 9″ x 3′ 6″. Six cylinder Murray and Tregurtha motor, 100-120 H.P. Speed 11 miles. Unusually heavy construction throughout. White oak frame and keel. Planking of Oregon cedar.

Above—
View of Deckhouse looking aft

Right—
View of Stateroom

Two New Houseboats—Exact Duplicates of the "Vitesse"—Available for Fall Delivery

Luxuriously appointed—completely equipped. 2 double staterooms and 2 single staterooms with beds. Captain's stateroom and 3 berths forward for crew. 2 divans in deckhouse. Running hot and cold water throughout. Three toilets, bathroom. Coal range with auxiliary kerosene burner. Kelvinator ice machine. 4 k.w. Universal Electric Set. Power tender, dinghy and life raft. Other equipment includes linen, silver, china, etc. Write today for illustrated folder.

PRICE, $37,500

With twin screw, $40,000

STAPLES, JOHNSON & CO.

Biddeford, Maine — Yard on Saco River

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If you have not yet realized your ambition to go exploring in your own boat —come to Consolidated!

LET us show you how completely your own individual requirements can be met by our designers, who will turn out a staunch, speedy, perfectly appointed craft in which you can cruise from the rocky coast of Maine to the coral keys of Florida

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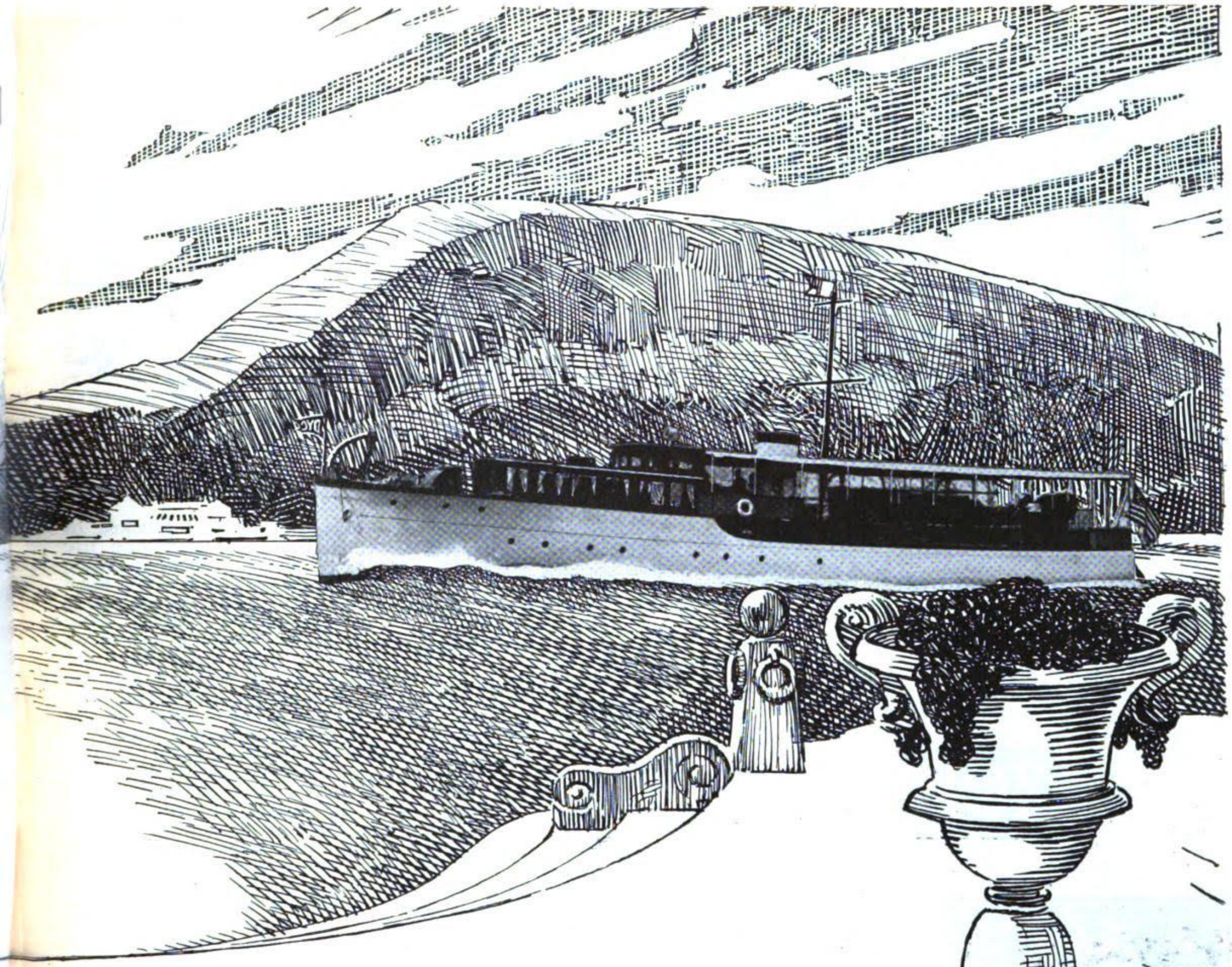

—a boat on which you can offer your friends right royal entertainment; a boat which will be a source of pride for years to come.

For, after all, there is no real substitute for a Consolidated built boat.

Consolidated, with longer experience and greater facilities than any other builder of complete pleasure boats, stands ready to meet your requirements in wood or steel construction.

CONSOLIDATED SHIPBUILDING CORP.

MORRIS HEIGHTS — **NEW YORK CITY**

Designers and Builders of
Runabouts, Playboats
Day Cruisers

House Boats
North and South Cruisers
Motor and Steam Yachts

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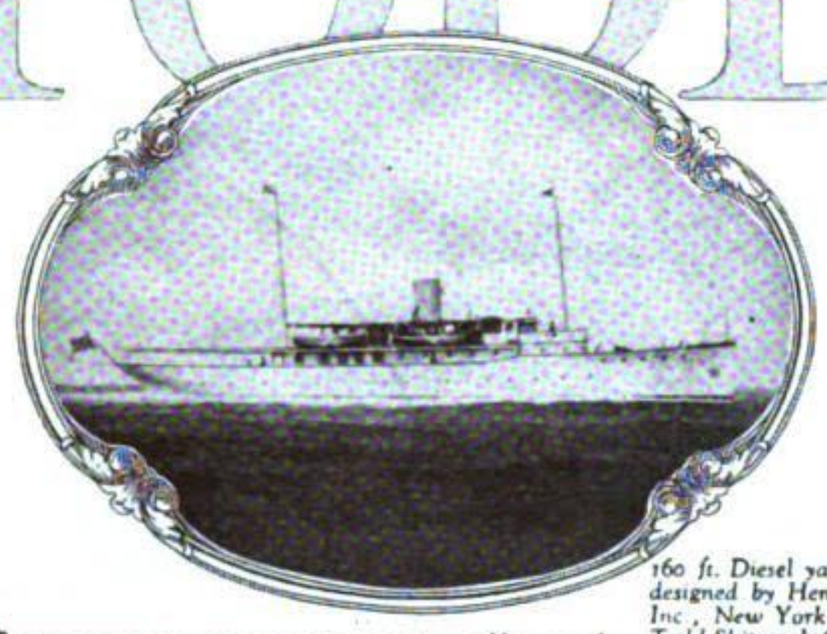

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WOLLENSAK OPTICAL COMPANY
821 Hudson Avenue Rochester, N. Y.

Across America by Motor Boat

(*Continued from page* 22)

Bath for the night. But, Bath for the night meant a bath in the boat. We got soaked to the skin running the three miles of open water between Amherst Island and the Canadian mainland where Bath's breakwater cove of a harbor is situated.

On the morning of September tenth we were still trying to decide whether we should cross Lake Ontario or go down the St. Lawrence. But, the weather decided the question for us, just as it had previously chased us off to the Canadian Soo from Detour, Michigan. The weather was clear, but with a strong west wind. We'd have been a pair of dumbells to have attempted crossing Lake Ontario that day. So, we shoved out of Bath, heading for Kingston, and down the St. Lawrence. We pulled into Kingston at noon, and long before we got there, we were glad we'd decided on that route. The five mile crossing of the lower inlet between Amherst Island and Wolfe Island was a cauldron of fury, and with that much of an introduction, we had no desire to get acquainted with the main body of Lake Ontario that day. Lunching at Kingston, I sent a few telegrams, and at one o'clock that afternoon we were off down the St. Lawrence—delighted to think that the last of the Great Lakes were now behind us, and Transcontinental was still heading for Hoboken.

Upon the advice of river men with whom I'd talked in Kingston, we held the Canadian mainland shore down the uppermost miles of the St. Lawrence, going north of Howe Island, Spectacle Shoals, and Red Horse Rock. We were sliding along beautifully around four o'clock in the afternoon through the famous Thousand Island Region when clouds that had been gathering all day closed in around us in the form of a low fog. Before I could begin chart and compass navigation I became aware of the fact that we were off our course. There were islands everywhere, and islands off in the distance hidden or partially hidden in the fog. To save my soul I couldn't get our position logged on the chart. Then an American flag flying from the top of a castle on a small island caught my attention. I looked for the Canadian flag too, but it wasn't there. Mirabile dictu! I looked at the chart again, and figured out that we were around on the backside of Grindstone Island, and in the State of New York. We had no more business being in the state of New York than a bootlegger would have in a Mohammedan Temple! Getting lost in the St. Lawrence wasn't so bad after we'd found out where we were, but before we could get back into Canada where we belonged it began to get dark, rain began pouring down, and with it came the thunder and lightning.

Our run down the St. Lawrence after darkness that evening was one of the worst nightmares of the whole ocean to ocean journey. Below Gananoque, Ontario, the current of the river became quite noticeable. For about two hours we ran with it, dodging through the Thousand Islands on the current, and by what Wilton termed lightning navigation. In spite of having repeatedly sworn off on night traveling; getting lost back of Grindstone Island delayed us in getting to Rockport, Ontario, where we'd intended to stop for the night. Fog, rain, total darkness, running down a current, and through unlighted rocks, and uncountable islands, would have been bad enough—but, added to that was lightning and thunder that fairly rent the air. We'd cruise a little ways—going it blind, and then when a flash of lightning enabled us to see, we'd slide around a pile of rocks—squeak between a couple of islands where we didn't know whether we were going to hang up or go through, and go it blind again. Every flash of lightning would leave us staring owl-eyed with the rain beating our faces, and into the night so black that it seemed we should have been able to put pieces of it in our pockets for souvenirs. Then would come the thunder—earsplitting and terrifying, but harmless. After we'd scraped past disaster no less than a hundred times, I crawled forward and spoke to Wilton saying: "Frank, let's head in for the first thing that looks like a port." "Show me the port, and I'm steering for it," he replied. Just then a flash of lightning illuminated the whole river. We were going between two piles of rock so close that I could have jumped to either one. A deafening peel of thunder, and I stared into the rain and blackness again until it seemed that I could wiggle my eyes on the end of a pole—like a lobster does. Then, off in the distance I spied a tiny cluster of lights, lights that were unquestionably on land. As I pointed them out to Wilson, another flash of lightning lighted up the river. There was no visible obstruction between us and the tiny sparks of light on shore. We headed for them, and after an eternity of suspense during which we didn't hit anything, we spot-lighted our way in between a couple of

(*Continued on page* 132)

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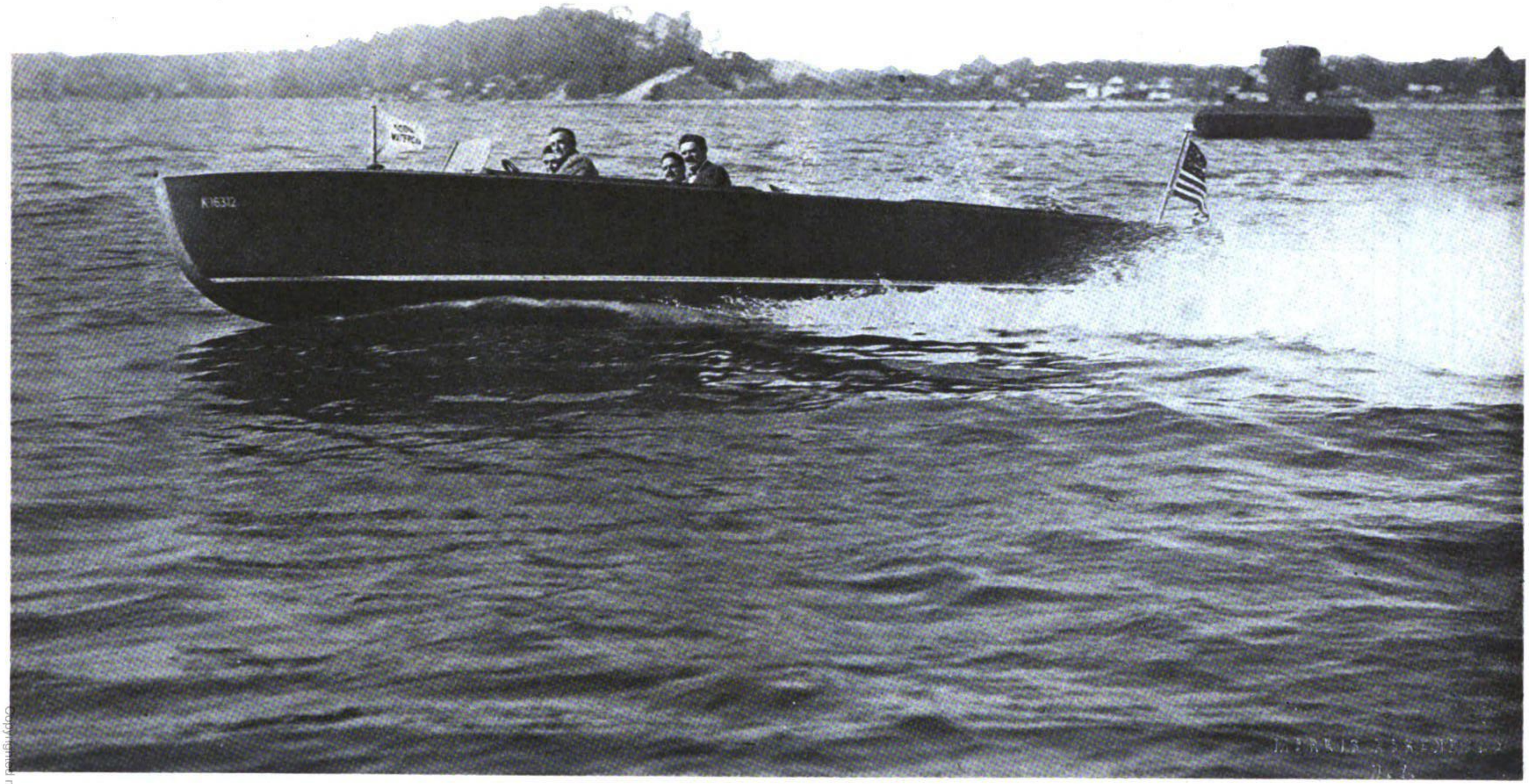

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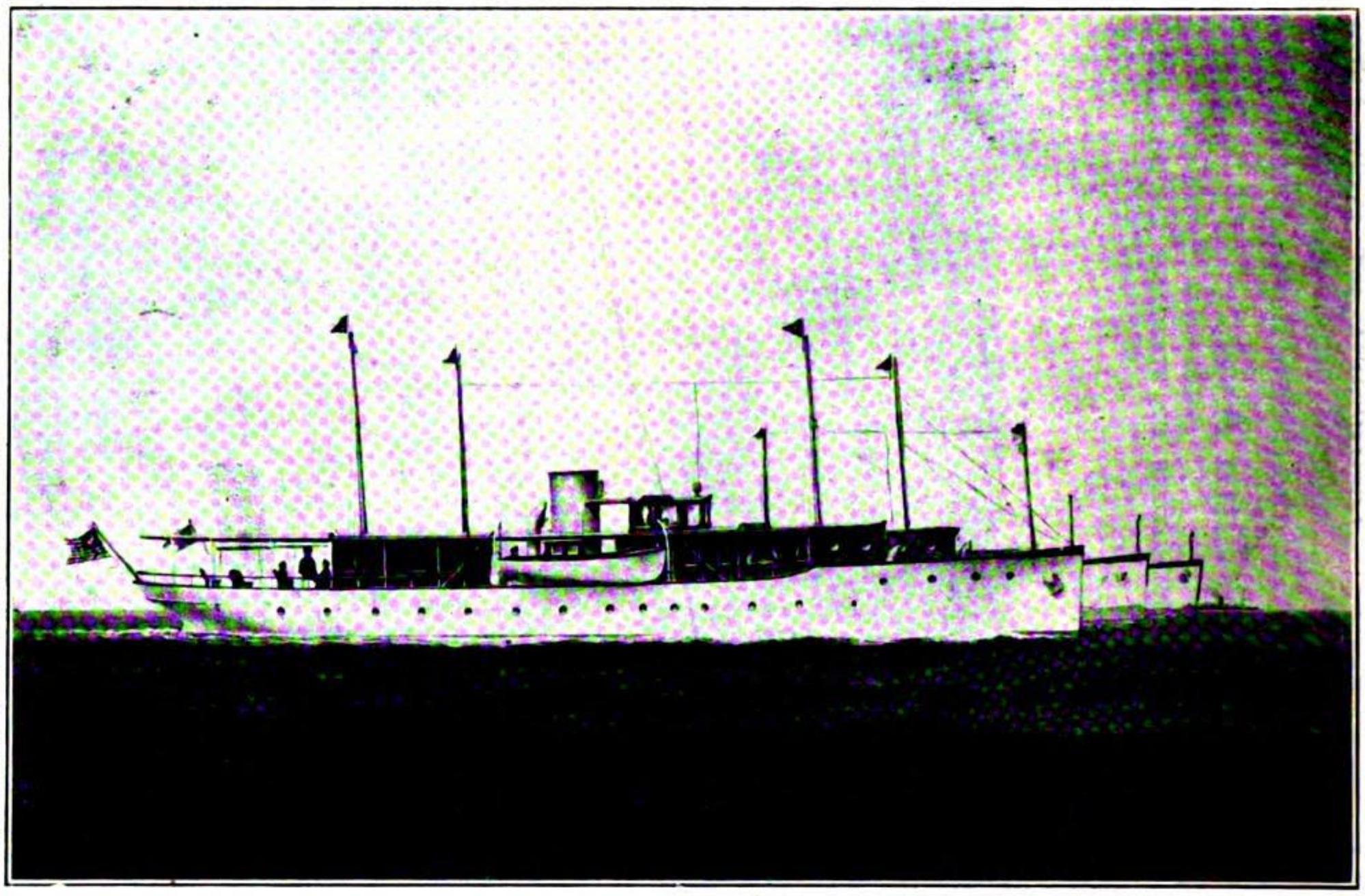

A YACHT PROPOSAL

THE above illustration shows three of the new Gielow designed, 100-foot, all steel, Diesel powered seagoing yachts. These boats are being built in one of the largest shipbuilding plants in the country under the personal supervision of Gielow engineers.

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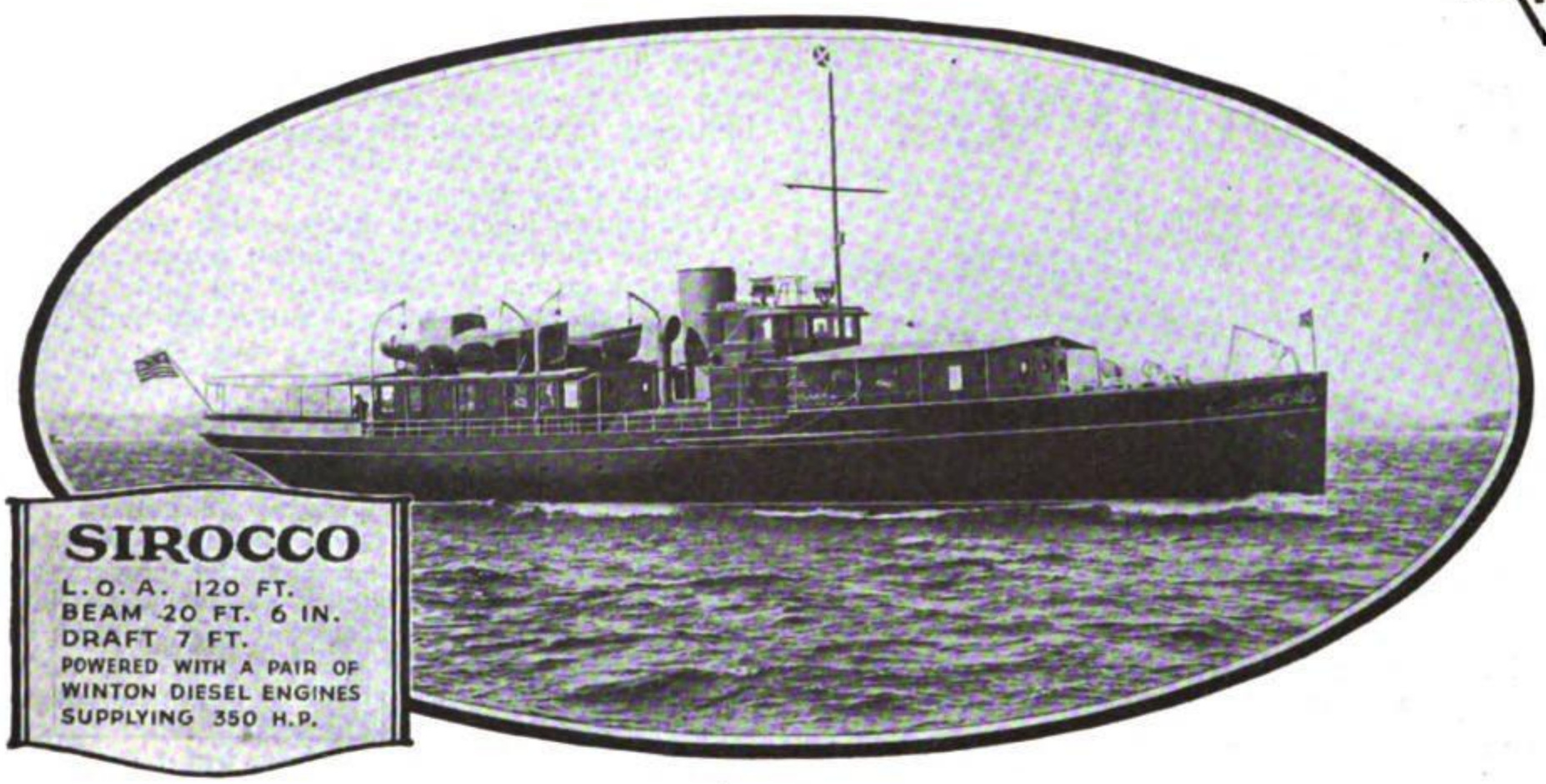

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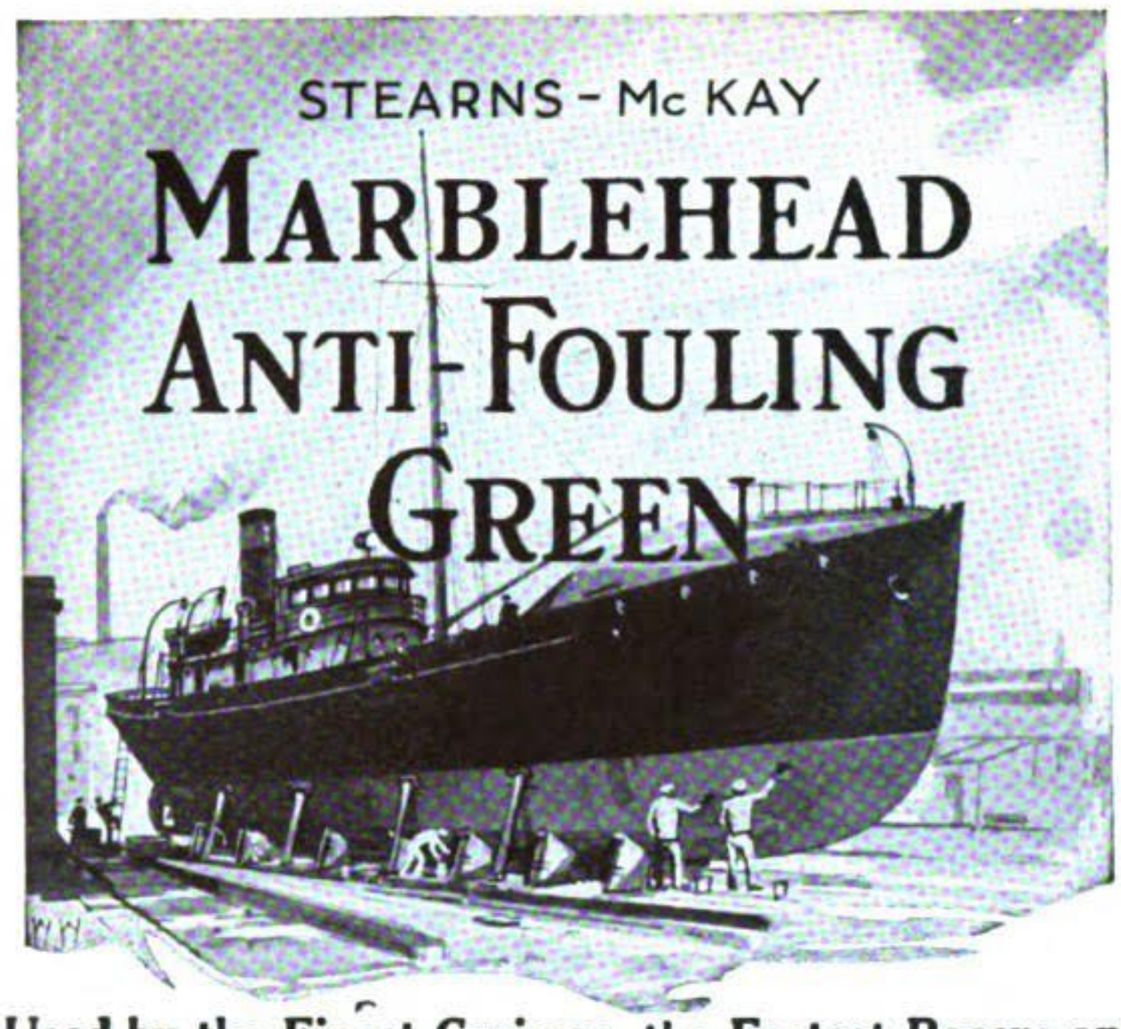

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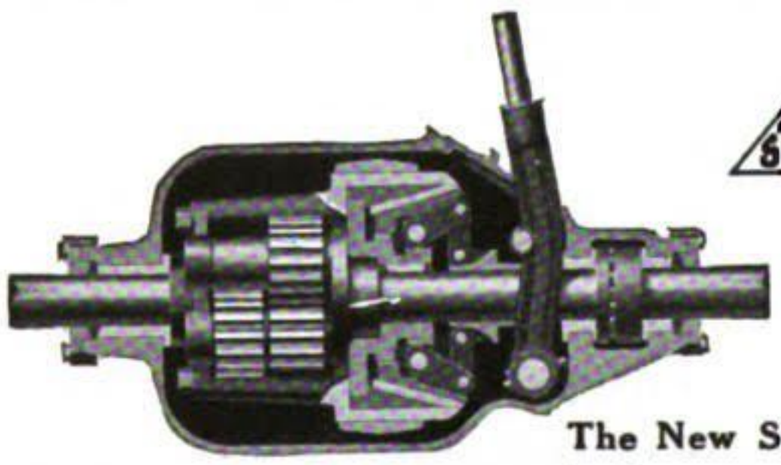

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SEOXYL SALES CO., Ltd., Dept. H, 11 B'way, N. Y.

Across America by Motor Boat

(*Continued from page* 128)

docks. Stepping ashore, both of us felt as if we wanted to kiss the solid ground under our feet. I hailed a man who was prowling around with a lantern, asking him what port we were in. His reply came back in French saying—"I'm sorry, Sir, but I do not speak English." Repeating my question in French, we discovered we were in Rockport. By lightning navigation, the grace of God, and good luck, we were on shore at the point where we'd originally planned to end that day's cruising.

Our run to Rockport that evening was the last night cruising done on the ocean to ocean trip. That experience was the water cure. We swore off on night navigation again—and kept the vow! A hotel and a dry bed, shabby old spider trap though it was, looked like a castle to us that night. The rain pattered down all night long, and it was still raining when we turned out in the morning. Off through the rain once more, we cruised on down the river to Brockville, seeking the shelter of an abandoned boathouse when the downpour decreased visibility until we couldn't see where we were going. Leaving Spy to guard the boat, we went up on the docks, and found the watchman—a very peculiar sort of a watchman. He was a war veteran who did his watching by tapping along the waterfront with a cane as a substitute for sightless eyes. When I told him who we were, he said: "Oh! Yes. I've read about you gentlemen. I've got the newspaper cutting in my pocket." After fishing through his coat he handed me the clipping, but I could not read it. It was in English, but printed in the raised print system which blind people read with their fingers. After leaving a package of American cigarettes with the blind watchman he assured us he'd watch our boat for us. I warned him to avoid the dog. Then, Wilton and I paddled uptown to get a bite of lunch.

About three o'clock in the afternoon the rain slacked up so we could see the river, and we shoved off again, hoping to at least get down to Prescott before nightfall. At this point on the St. Lawrence, Prescott is on one side of the River, and Ogdensburg, New York, is on the other. By this time we'd been in Canada so long that we were getting pretty thoroughly saturated with tea. We longed for a good cup of American coffee, utterly unobtainable in Canada, and decided to run the gauntlet of the American customs officers in order to get into Ogdensburg for a cup of coffee. Sliding up to the dock at Ogdensburg an inspector greeted us. Forthwith he inspected our boat from the shore, without getting out from under his umbrella, and told us to run along and get our coffee. But, we got more than a cup of coffee in Ogdensburg. We remained there until Monday morning, September fourteenth, while the heavens let down everything they had, high wind, fire and water together, and peals of thunder like the noises of a naval battle.

All along the St. Lawrence people warned us not to attempt going down any of the rapids of that river. Although we had been through a few rapids in the Columbia and on the upper Missouri, everybody assured us it was suicide for us to attempt going down any of the rapids of the St. Lawrence. We merely listened to these warnings, thanked the speakers for their kindly advice—and reserved judgment until we could see the rapids for ourselves. Just a few miles below Ogdensburg the first of the rapids are encountered—the Galop Rapids. If we didn't like the looks of the rapids, we could go down the locks and canals. In any event, we were so near the end of a seemingly interminable journey that we felt reluctant about taking any chances when literally on the threshold of success.

Arriving at the head of the Galop Rapids on the morning of September fourteenth, we pulled into the Galop Canal, and tied up. I was somewhat chagrined to find about a dozen ships waiting their turn to get into the canal. If we had to wait until the canal was cleared it appeared we were doomed to spend the day there. I decided to have a look at the rapids, so took my glasses, and walked along the shore. Presently I met a Frenchman, and struck up a conversation with him. The conversation was a little difficult because it compelled the French-Canadian to tolerate my French. But, that Frenchman was an optimist, the first one I'd met between the Columbia and the St. Lawrence. When I asked him about the rapids he said: "There's nothing to it, Monsieur! Just a few big swells, up and down—and voila! You're down." Then in English that must have been worse than by French, he said—"You make heem ee-sée. Joos look out for rock. Beeg swell no hurt you. I go down many time en leetle batteau!" He pointed out his boat to me. It was a home-made affair that looked as cranky as an old maid with hives. If the Frenchman could go down Galop Rapids with that thing, I was certain we had nothing to fear. I

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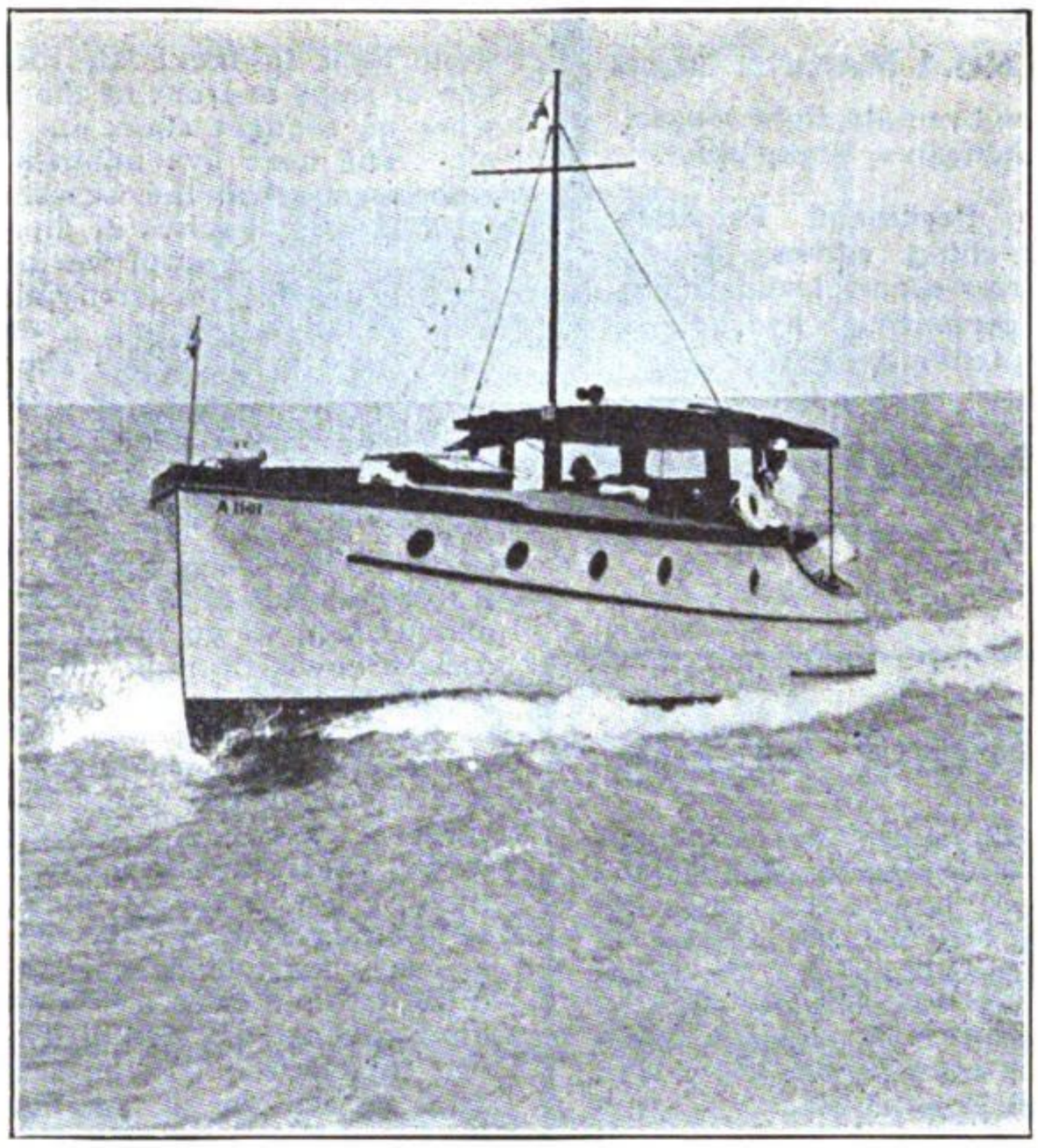

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MIANUS DIESEL AND GASOLINE ENGINES

Across America by Motor Boat

(*Continued from page* 132)

went back to the boat, took another look at the waiting line of ships in front of the canal, and asked the cameraman what he thought about it. He was game. So, we shoved off. The next five minutes was more fun than we'd had since we bucked the Cascades of the Columbia. Down we went in a long series of dips and plunges. We didn't seem to be going fast until we looked at the shore. It was running upstream at a terrifying clip. In about six minutes we were down, and about a day ahead of the schedule we'd have set had we taken the canal.

When we came to the next rapids we never even stopped to ask advice. We merely took to the deepest water indicated on our charts, and slid down the watery slopes, ignoring the canals. Arriving at the top of the Long Saulte Rapids, however, we didn't feel quite so venturesome. I'd heard of the Long Saulte. Lewis R. Freeman had warned me to stay out of it. I took a look at them with my glasses, and decided to go down the canal around the rapids. We locked down through the Cornwall Canal with Transcontinental tied up in the bow curve of a freighter that by dint of much squeezing was just able to get into the lock. In the second lock a freighter had gone aground when the water was let out of the lock. We were delayed until part of the cargo of grain could be removed to float the craft out of the way. The result of the delay was that it was dark by the time we got to the last lock at the town of Cornwall. I was for getting down the last lock that evening to be ready for an early start next morning, but decided to remain in the canal upon the advice of the keeper. This portion of the St. Lawrence, he informed me, is infested with rum-runners and hijackers. "If you leave your boat down below," he said, "it will be in the liquor business tomorrow. Better tie up in the canal alongside the hotel. You'll be perfectly safe there."

Next morning, while running down the river we got an introduction to the booze runners to whom the Cornwall lockkeeper had referred. We were just about over the boundary line into the Province of Quebec when a speed boat came out and looked us over. The boat was about a fifty footer, and looked as if it could do about 40 miles per hour. After circling around us a couple of times, I noticed that each of the four men aboard had a big hip-cannon strapped around himself amidships. "Must be Federal men of the border patrol,." I mused. Presently, the speed boat came alongside of us, and throttled down to our speed. The two boats were within twenty feet of each other and cruising abreast when one of the men called out through a megaphone—"Are you the boys who are making that ocean to ocean cruise?" "Good work!" he answered, when I replied in the affirmative, "We're for you." "Are you Government men?" I called back through our megaphone. "Hell no!" responded the man who'd done the talking. "We're hijackers! What kind of cigarettes do you smoke?" When I called back—"Lucky Strikes," the man motioned us to come closer to their boat. Desperate looking characters though they were, we had no fear of them. We cruised up until the two boats were within six feet of each other. Two packages sailed through the air, and I caught them both. Then the speed boat roared away, and was out of sight down the river in no time at all. I opened the two packages. One contained a carton of Lucky Strike cigarettes. The other was a quart of bonded Canadian whisky. I learned later that the booze runners along the Great Lakes and the St. Lawrence do a two-way traffic. They carry liquor into the United States, and haul tobacco products back into Canada. Tobacco in Canada is very high priced, being subject to a heavy tax and import duty. Inferior grades retail at from twice to three times American retail prices. So, the border smugglers who respect no law of God or man, do a profitable business running tobacco into Canada after they've unloaded a cargo of booze in the United States. I have no figures to indicate which branch of their trade is the most profitable.

A few miles below the Cornwall Canal the St. Lawrence widens out into Lake St. Francis, and while running the 25 mile length of that great expanse of water we suffered the worst beating Transcontinental had received since we cruised up the east side of Lake Michigan from Manistee to Frankfort. The wind had risen to a furious gale that was sweeping straight up the length of the lake whipping the surface into a series of furrows that seemed to be about fifteen feet deep and ten feet apart. It was the most peculiar sort of a sea I ever looked at—and a villainous thing to be pounding into with a small boat. The tremendous furrows that went sweeping up the lake were as uniform as if they been cut out with steam shovels in a field on land. But, the way we dived down into the hollows, labored up the

(*Continued on page* 136)

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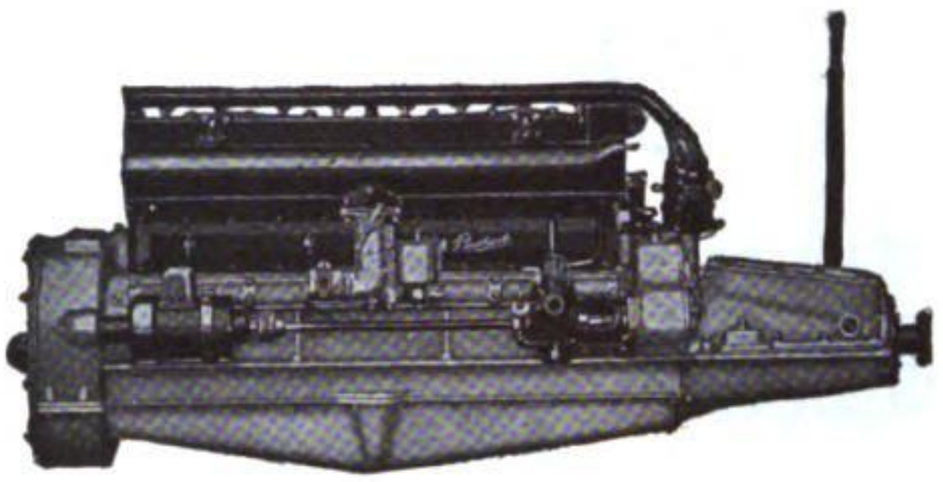
ASK THE MAN WHO OWNS ONE

Develops 60 H.P. at 1800 R.P.M. Weighs 790 lbs. Ideal for runabouts up to 35 ft. and for cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, $2,000.00.



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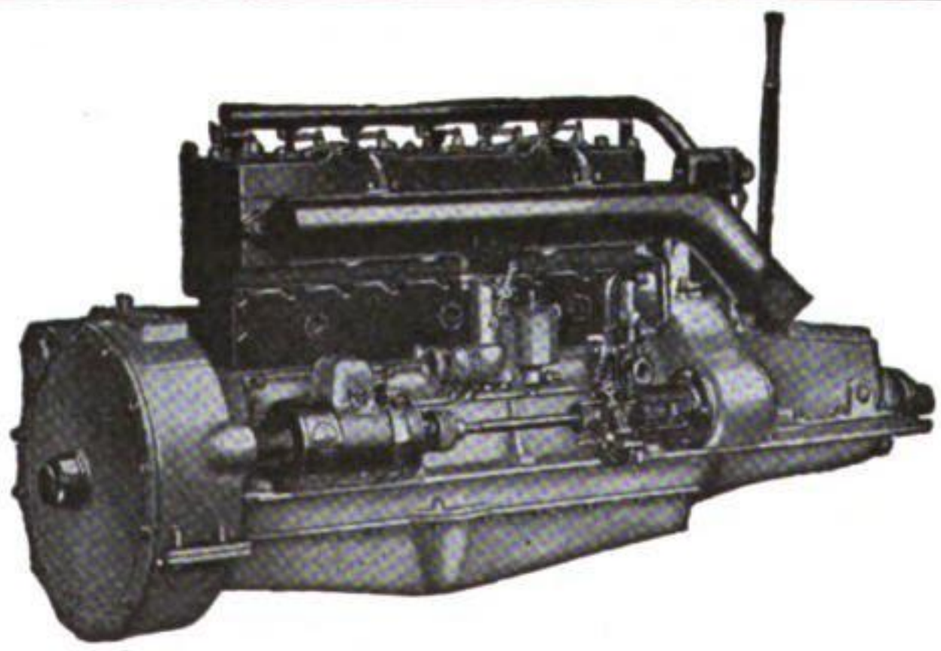
MODEL IM-268
6-Cylinder



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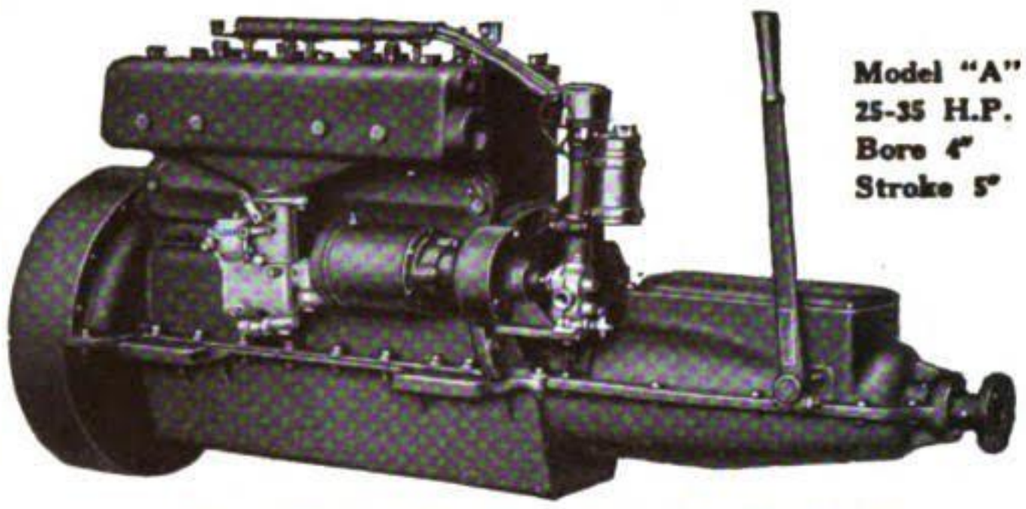

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Bore 4"
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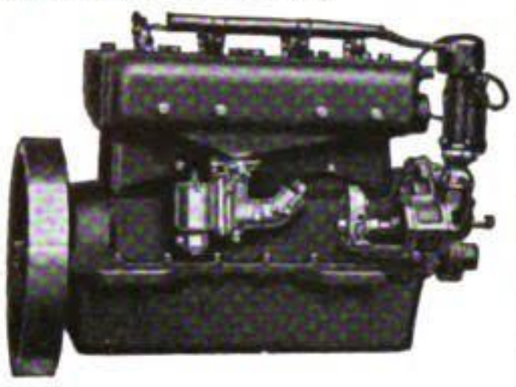

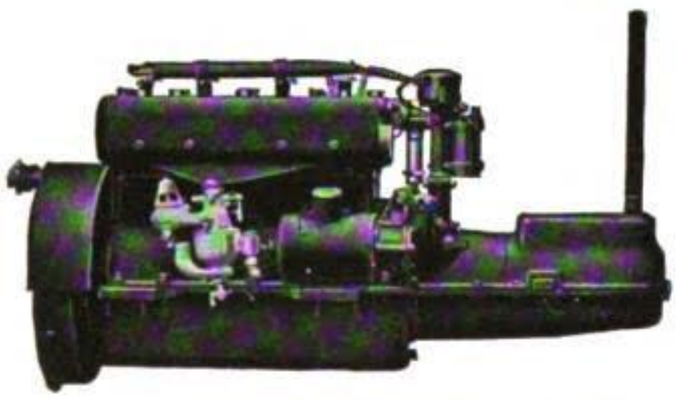

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Just Give 'er the Gas!

You can depend on your Racinewis Runabout to give you speed. These beautifully proportioned boats with their concave bottoms, sharp noses and high-power Scripps motors are built for speed, easy control, easy riding.

Racinewis Runabouts come all equipped. The first cost is the entire cost. They're priced right, and ready to use on arrival.

The 19, 22½ and 25 feet models all have the same pleasing design and sturdy construction.

Tell us the size you're interested in and we will send blue print and specifications.

RACINE BOAT COMPANY
1809 Holborn St. Racine, Wis.

INTERNATIONAL—16

A STURDY ENGINE FOR RUNABOUTS, CRUISERS AND WORK BOATS

The International—16 is built from the ground up for marine service. Four cylinders, four cycle. Bore 3¾ in.; stroke 4 in. Develops 10 H.P. at 500 R.P.M. and 18 H.P. at 1200 R.P.M. You can depend upon the International for steady and economical service through many years. It runs smoothly, quietly, powerfully and free from vibration. It is easy to start and easy to control because it is so flexible. And the price is within reach of any one's pocket.

JOES ENCLOSED REVERSE GEAR OPTIONAL AT $75.00 ADDITIONAL

ELECTRIC STARTING OUTFIT COMPLETE $100.00 EXTRA

Write for full particulars

SUTTER BROS.
Successors to
INTERNATIONAL—16

44 Third Avenue New York, N. Y.
Export Agent: Miranda Bros., 132 Nassau Street, New York

Across America by Motor Boat

(*Continued from page* 134)

slopes, and porpoised through the curling crests of solid water and spray was anything but a tonic for shaky nerves. We were soon drenched to the skin, bailing water, and wondering just how long we'd be able to keep afloat. There were many places along the lake where we could have run in if necessary, but we preferred to keep going as long as our motor power didn't drown. The greater part of the forenoon was consumed hammering through the irate waters of Lake St. Francis to Coteau Landing, and the entrance of the Soulanges Canal. Hungry, wet, cold, and feeling somewhat the worse for wear, we locked into the canal and ate our lunch in the boat. Meanwhile the canal attendants who had recognized us, plied us with questions, and wanted to know all about our cruise. The conversation, however, was somewhat hampered due to the fact that it compelled the French-Canadians to tolerate my French.

After changing to dry clothes cruising down the canal became a pleasure. It was a tremendous relief from bucking through the mountainous waves of Lake St. Francis.: By this time the wind was blowing so violently that even the canal was full of choppy little waves, and occasionally we encountered such terrific puffs that it was actually difficult to stand erect in the boat. We were glad to be in the canal, even though the wind which was dead against us slowed our speed so that the rest of the afternoon was consumed in making the run of 21 miles to Cascades Point where the canal again joins the St. Lawrence. Half an hour before we reached the last lock, and well toward sundown, rain began pouring down again. With no desire to get wet again that day, and the prospect of Lake St. Louis just ahead, Jules Perron's Hotel de Pointe Cascades looked thoroughly inviting. Monsieur Perron didn't speak much English, nor did we find anyone else in Cascades Point who did. But, he did have a dandy little hotel, well furnished, and spotlessly clean. Observing us shivering in front of the stove in the lobby the hotel keeper asked me if I'd ever drunk any "whisky blanc." I told him that all I knew about whisky blanc was what I'd read of it in William Henry Drummond's poems. "Ah!" replied the Frenchman. "You must get acquainted with the national drink of Ke-beck!" Forthwith he broke out a demijohn of colorless liquid, and poured out two generous drinks for us. It wasn't half bad, and it WAS hot. It set our blood to moving after having apparently ceased to circulate hours before back in Lake Francis. After that, a bath apiece from the tub tap marked "CHAUD," and we began to come to life again. The water faucet marked "FROID" didn't interest us a bit. That evening I attempted to get a phone call through to friends in Montreal, but only to be informed that the lines were out of commission. A few minutes later a wild-eyed Frenchman came into the hotel lobby sputtering French like a skyrocket does fire. He brought the news that Montreal had been swept by a torpedo at the hour when Wilton and I had been in the middle of Lake St. Francis. One man had been killed, a number were injured, and the property damage was enormous. Interpreting the message to Wilton, his only comment was—"I can believe it."

High wind, and a deluge of rain, tore at the Cascades Point Hotel all that night, and all the following day. We were anxious to push on to Montreal, but Monsieur Perron assured us it was suicide for us to attempt to cross Lake St. Louis in such weather. After our experience in Lake St. Francis, we could believe it—so, like Enoch Arden, when he was marooned, our message was—WAIT. The lakes that comprise much of the mileage of the St. Lawrence River are all alike. The famous poem:

"One dark night on Lak St. Pierre
De win she blow, blow, blow
An' de crew of de wood scow Julie Plante
Got scar't and run below
For de win she blow lak hurricane
By-em-by she blow some more
An de scow bus' up on Lak St. Pierre
Wan aparent from de shore." etc.

is as typical of any St. Lawrence Lake as of Lake Saint Peter. The poem is too long, and too well known for me to quote it all, but we could see logic in the poet's advice when he wrote the last verse:

"Now all good wood scow sailor man
Tak warnin' by dat storm
An' go an' mar-rée nice French girl
An' leev on wan beeg farm
De win' can blow lak hurricane
An' s'pose she blow some more
You can't get drowned in Lak St. Pierre
So long you stay on shore."

(*Continued on page* 140)

Advertising Index will be found on page 192

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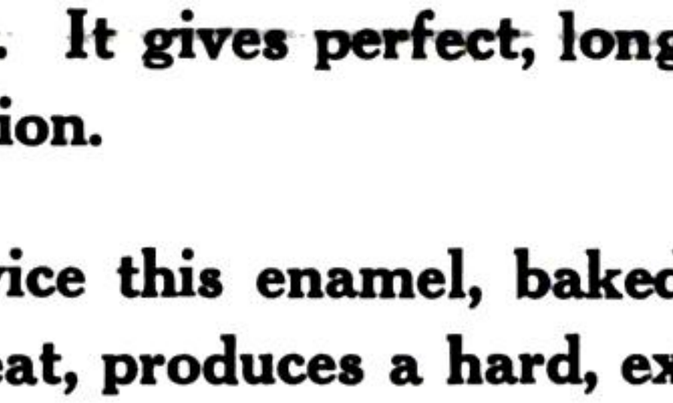
Here's Engine Enamel that WEARS!

Extreme durability is only one of several unsurpassed qualities that make Berry Brothers' Lionoil Engine Enamel an outstanding value among marine finishes.

Lionoil, the base of this product, is the greatest rust preventive and oil and waterproofing material known to science. It gives perfect, long-lasting protection.

In service this enamel, baked by engine heat, produces a hard, extremely tough, smooth finish that does not crack, peel or chip.

Send for Our New Combination Color Card of High-Quality Marine Finishes



BERRY BROTHERS INC.

Varnishes Enamels Stains

Detroit, Mich. Walkerville, Ont.

Marine and Aviation Department

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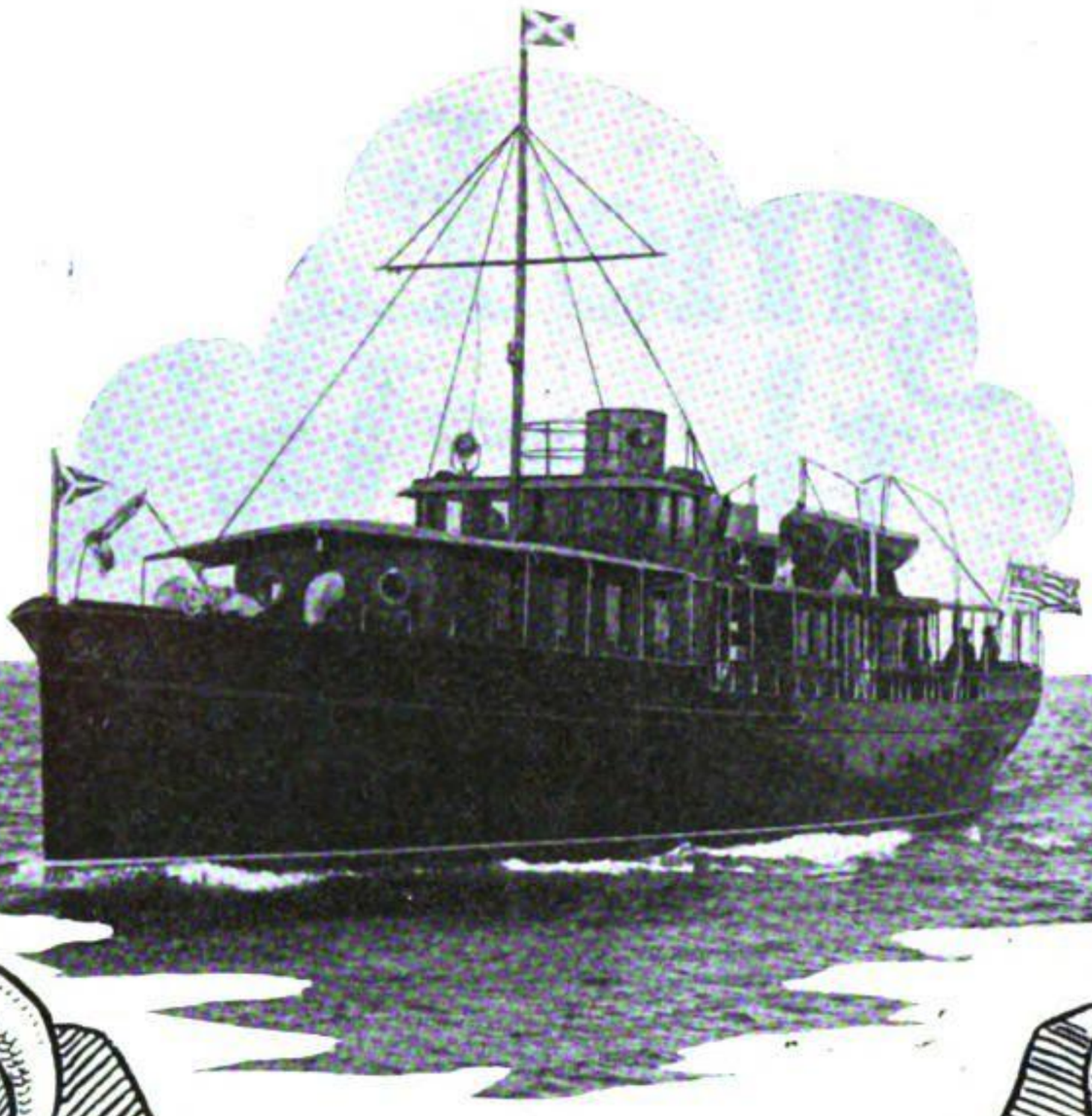

SIROCCO

THE Diesel yacht Sirocco, designed and built by Luders for Mr. Francis Whitten of New York, will shortly embark on her maiden trip, a cruise to the Mediterranean. On a recent trial this yacht, which is 120' x 20' 6" x 7' and powered with two 175 H.P. Diesel engines, showed a speed of 15 statute miles per hour.

The name Luders is always linked with yachts that are among the country's finest. A Luders Yacht combines individuality, seaworthiness, luxurious comfort with the most approved practices of boat-building. Let Luders design and build your next boat.

LUDERS MARINE CONSTRUCTION CO.
STAMFORD, CONNECTICUT

Designed and Built by

LUDERS

THE LAST WORD IN YACHT DESIGNING & BUILDING

Advertising Index will be found on page 192

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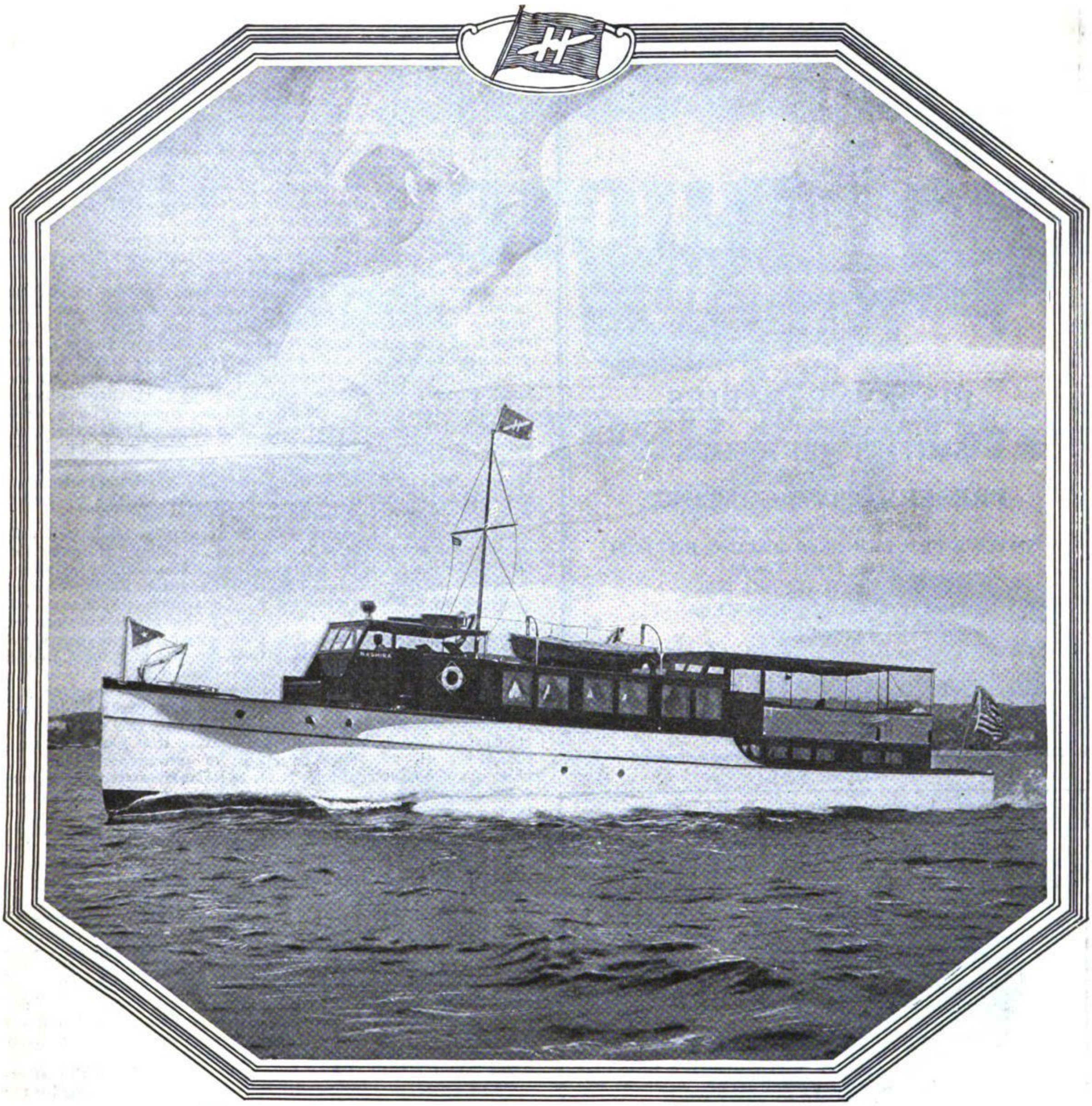

ANOTHER fine yacht, Mr. Richard F. Hoyt's "Nashira", designed and built by Consolidated Shipbuilding Corporation, is powered with a pair of Wright Typhoon Engines. The 1100 H.P. thus produced gives this 81 ft. houseboat a turn of speed of 28 miles per hour.

The two 550 H.P. Typhoons weigh less than many marine engines of one-third their H.P. High power and low weight are controlling characteristics for speed in any type of yacht.

WRIGHT AERONAUTICAL CORPORATION

Paterson, N. J., U. S. A.

BULLETIN No. 10 with interesting general information and technical description of Wright Typhoon Engines, will be forwarded on request. Send for it.

WRIGHT TYPHOON MARINE ENGINE

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BISCAYNE BABIES
Are Finished With
SMITH'S VARNISHES
and
PRESERVATIVE COATINGS
The Bottoms Painted with
SMITH'S FRICTIONLESS RACING BOTTOM
(Copper Bronze Finish)
The Top, Sides and Deck with
SMITH'S CANOE ENAMELS
Finished with
SMITH'S Cup Defender Varnish AQUATITE

EDWARD SMITH & CO.
Long Island City, N. Y.

PHILADELPHIA 39th STREET AND CHESTNUT
HOTEL PENNSYLVANIA

Fireproof
Unrestricted Parking Garage
600 Rooms
500 Baths
Rooms with running water from $2.50 per day
Rooms with private Bath and Shower from $3.50 per day
Food and Service the best
Near West Phila. Sta. Pennsylvania R. R.
OSCAR W. RICHARDS, Manager

Redmond Automatic Bilge Pump
Starts Itself

THE most useful accessory that can be put in the small motor boat. A high grade mechanism, all bronze. Pumps 175 gallons per hour for 17 hours on one battery charge. Install it yourself in an hour. Comes complete ready to install $50.00.

Ask your dealer.
A. G. REDMOND COMPANY—FLINT, MICH.

Across America by Motor Boat

(*Continued from page* 136)

The morning of September seventeenth dawned gray, sullen, and misty, but practically windless. We had ceased to be particular about our traveling weather, so we got an early start, went down the last lock of the Soulanges Canal, and headed out into the broad expanse of Lake St. Louis. Although there was virtually no wind, the lake was quite choppy, apparently writhing from the lashing it had received for the past 48 hours. Pushing on through the lake throughout the forenoon, we picked our way from buoy to buoy, crossed the wide inlet that forms the mouth of the Ottawa River, and at noon landed at La Chine. The buoys took us straight into the upper end of the Chine Canal. We would have enjoyed going down the La Chine Rapids, but upon the advice of experienced rivermen decided not to take the chance, although we might reasonably expect to run the rapids without mishap and at a saving of several hours' time getting into Montreal. At Montreal we would have the record of crossing North America by water virtually in our pockets, because at that point we would have completed the run from a Pacific seaport to an Atlantic seaport. If we smashed up between Montreal and New York City we could still claim success in having crossed the continent by water—the first time the job had ever been done. It was this consideration more than any other that caused me to be chilly-footed at attempting the La Chine Rapids. I could see no sense in taking the risk when virtually on the threshold of success. Had the La Chine Rapids been in the Columbia River it would have been altogether different.

At La Chine I succeeded in getting a telephone call through to my friend, J. M. Gibbon, Publicity Manager for the Canadian Pacific Railways, and thus made arrangements to land in Montreal at the Canadian Pacific Steamship Docks. After lunching in La Chine, we shoved off down the canal, and spent most of the afternoon locking down with lake freighters into the city. At four-thirty we passed out of the last lock onto a direct water level to the Atlantic Ocean, put-putted down the river, and into the Canadian Pacific Docks. There we tied up alongside the trans-Atlantic liner Montcalm, which was pulling out for Liverpool the following morning. Scaling the rope ladder up the sixty foot dock from the landing that had been prepared for us, we found a group of newspaper reporters, photographers, and friends from the Canadian Pacific organization, waiting for us. The group included one reporter from La Presse who spoke perfectly good English. Then, a taxi-cab whisked us off to the Mount Royal Hotel, where hot baths, food, and beds seemed the greatest luxury that the biggest city in Canada could provide for us. Next morning Wilton came bursting into my room with a newspaper in his hand, and begging me to translate what the newspaper reporters had written about us. The story was all over the front page of La Presse, with pictures of ourselves and the boat. A three column head-line in 48-point type read: "TRAVERSEE EN YACHT DU CONTINENT, DE L'OCEAN PACIFIQUE A MONTREAL." The story which followed was one of the most carefully written and accurate reports of the cruise that I clipped out of the thousands of newspaper clippings of the journey that eventually went into my scrap book.

On down the St. Lawrence from Montreal on the afternoon of September nineteenth, we were boosted along by the swift current and made fast time. The weather was cloudy and rain threatening, but at the rate of speed at which we were traveling downstream, we hoped to get to Sorel at the mouth of the Richelieu River before nightfall. Navigating this part of the St. Lawrence was easy indeed, for in a roomy stream freed from all obstructions, deep enough to float ocean vessels, and marked out with a fence of buoys—there was nothing to do but keep going and enjoy the scenery along the shores.

This part of Quebec—Ke-beck, the French-Canadians pronounce it, is as picturesque and foreign to an American as any piece of the old world would be set down upon this continent. It is marvelous to me how these people have defied even the automobile running over their country like a plague of jackrabbits, to strip them of their native customs and their language. If there is any one thing in Quebec that travelers along the waterways cannot overlook it is the cathedrals. No matter what the financial status of a community may be, every town and village has a magnificent cathedral towering above everything else on the landscape. Cruising along the rivers the cathedral spires always loom into view long before anything else is visible to indicate a town. Moreover, if there is a cathedral on one side of the river, there's invariably a similar structure on the opposite shore. Multiplicity of cathedrals seems to be preferred above such mundane utilities as bridges or ferry boats.

(*Continued on page* 144)

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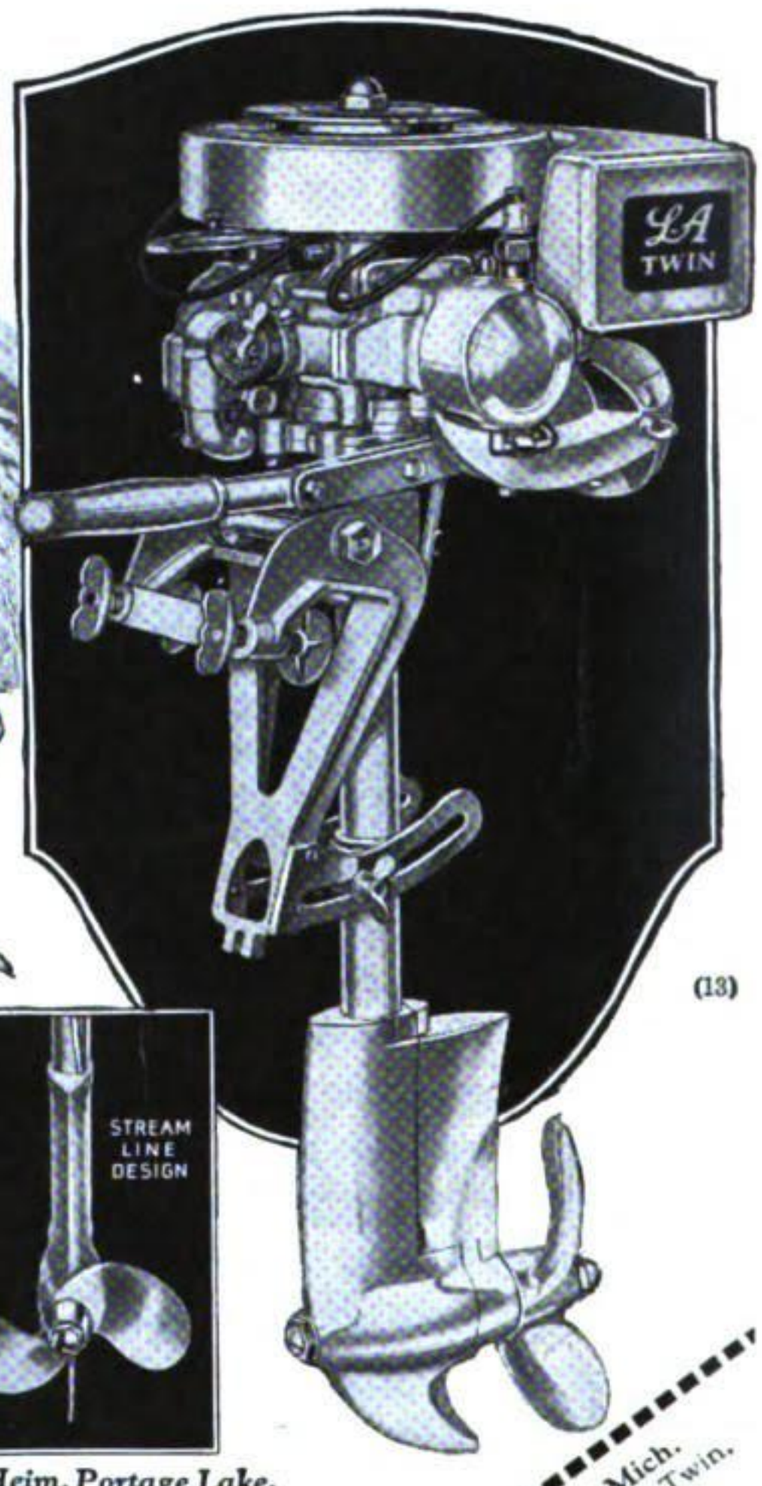
"Run Rings around 'em" with YOUR L-A TWIN



New Power New Speed

IT'S much *more fun* to run the new L-A Twin because it's a "red-blooded" Motor of matchless action. New Phenomenal Power and New Startling Speed make it so. Don't take our word for it. Go where you can see this wonderful new Motor dash down the water course. Feel the thrill of pulling away from the crowd—of "running rings around the other fellows." If it's more action, more speed, and more power you want, by all means get an L-A Twin.

(13)

E.A. Heim, Portage Lake, Ohio, writes, "I ran out a mile from my dock, turned around and came back in 7½ minutes." Figure it out for yourself at 16 miles per hour. (Home made Hydroplane).

Select Your Motor on This Year's Performance

See for yourself how the New L-A Twin has revolutionized Outboard Motor performance. It's *light*, of course—less than 55 pounds complete with ignition. It starts *quick*—the new top-spin easy starter, with big Eisemann waterproof magneto and new unit control carburetor guarantee that. The new under-water stream-line design cuts the water like a knife. The new Giant Drive Propeller uses all the power to *push* the boat. The new Combination Racing and Trolling Control gives all speeds with one throttle lever. The exclusive L-A Combination steering feature without a rudder, insures instant response and safe control.

All with Light Weight—at Moderate Price

So give yourself a chance to see how much more fun and sport all these features of the New L-A Twin will bring you.

Write for Free Catalog Folder Today

If you are not conveniently near an L-A Dealer where you can see the Motor and get all the facts, a 5 days' trial will be arranged so you can see why thousands of old preferences are swinging to the New L-A Twin.

LOCKWOOD-ASH
—MOTOR— LA —COMPANY—

61 S. Jackson St., Jackson, Michigan

FRED I. MITCHELL.
633 Notre Dame St. E. Montreal, Que., Can.
Distributor for the Province of Quebec

ST. LAWRENCE ENGINE CO.,
Brockville, Ontario, Canada
Distributor for Ont. and Prairie Provinces

LOCKWOOD-ASH MOTOR CO., 61 S. Jackson St., Jackson, Mich.
Gentlemen: Send me the Free Catalog Folder of the New L-A Twin.

Name.....

Address.....

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Pride of Ownership

is just one of the many thrills
you'll catch when you get your

DART

26' 10-passenger Mahogany Runabout

Hit off at 35 m.p.h. The Scripps F-6 Engine is purring sweetly. Bank! And note that not a drop of spray has found its way to the rear cockpit! You relax to the easy operation. Same as the bus back home. Only much safer! Note the perfect proportions. No wonder it's seaworthy! And the appointments! Luxury itself! Now think of the years of pleasure that are ahead of you. No wonder you're proud!

Write today for pictorial literature and price

INDIAN LAKE BOAT CO.

350 EAST HIGH ST. **LIMA, OHIO**

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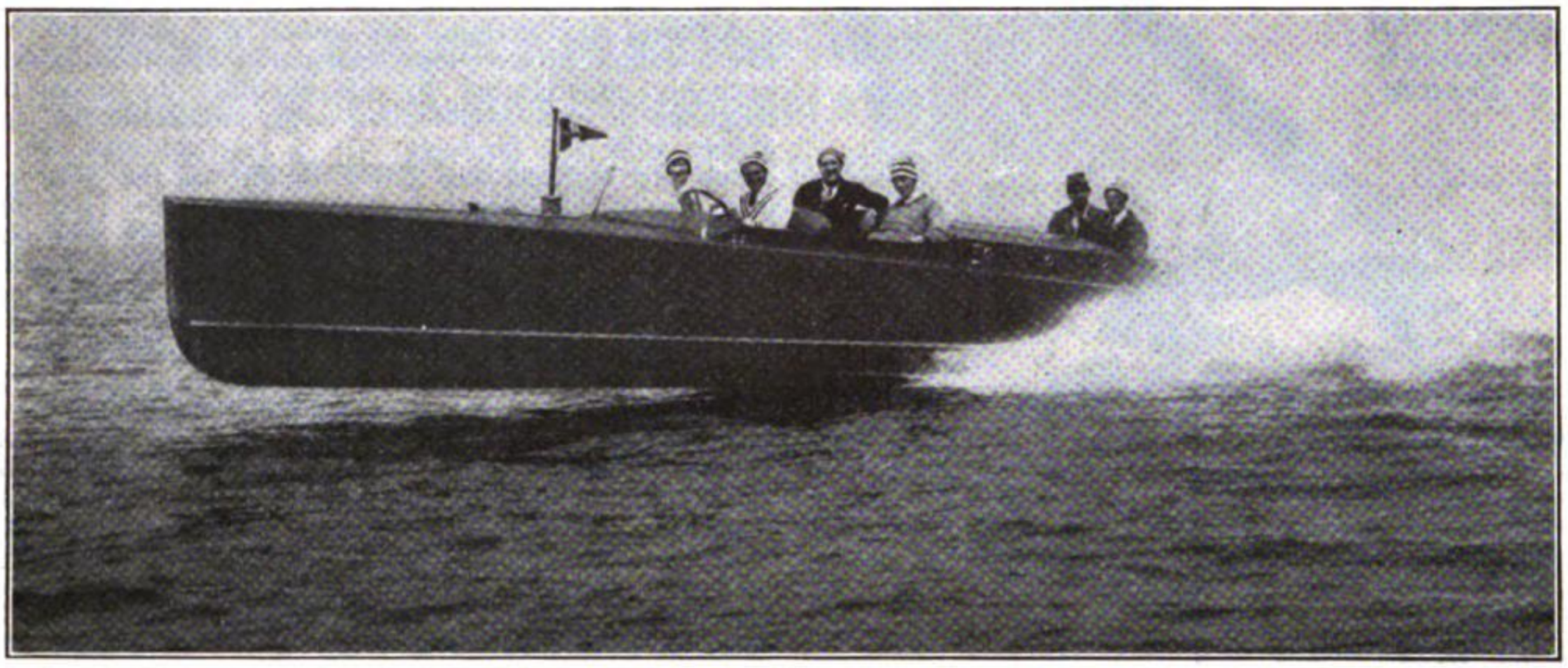
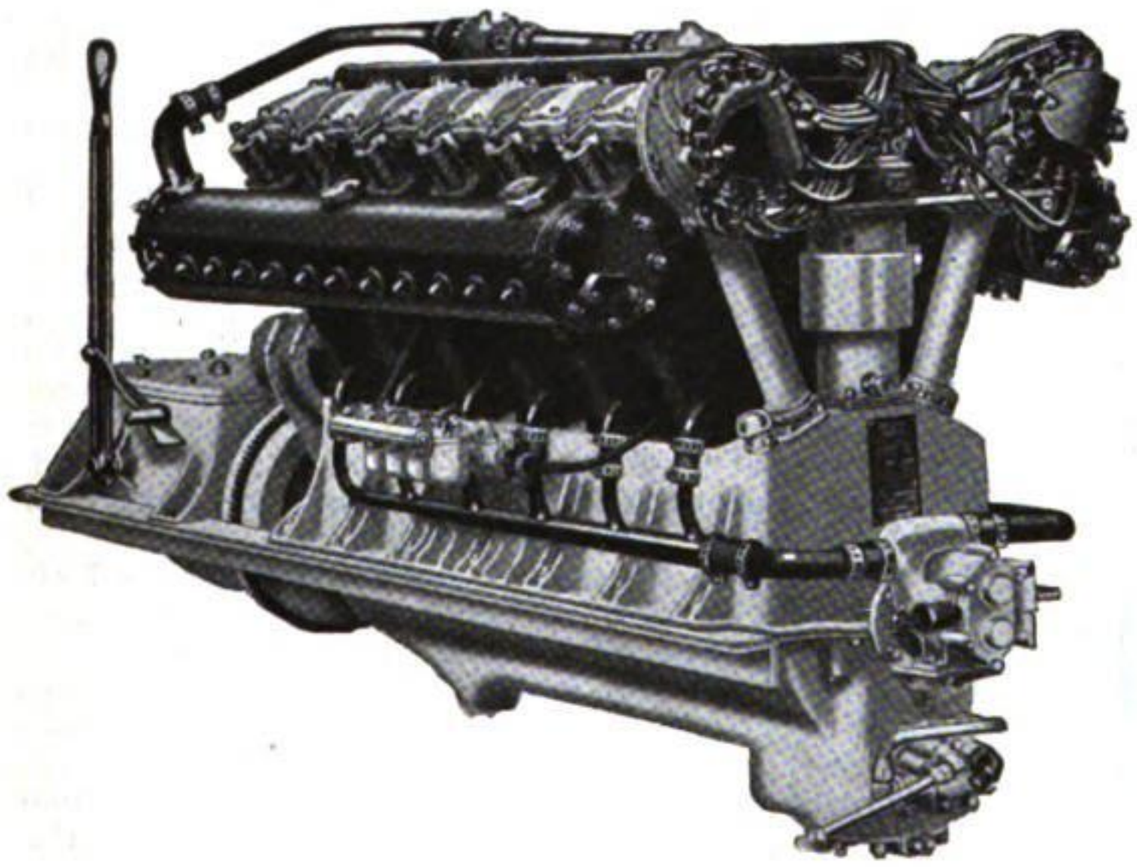
Get Into the Game With a Gar Wood Marine Engine—A *Sure Winner*





Gar Wood-Marine Model T-26
400 H. P. at 1700 R. P. M.
Price $5,000.00 F. O. B. Factory

SPECIFICATIONS
12 Cylinders, V-Type; 5" bore, 7" stroke. Overall length, 83½"; width 36"; height, 43½". Weight, 1350 lbs.

CLAUDE GRAHAME WHITE, the famous English aviator and sportsman, after playing with fast motor cars, airplanes and other thrills, is now the enthusiastic owner of a Baby Gar. With it he recently won the 75-mile race around the Isle of Wight. Above he is shown entertaining a party of friends.

The Gar Wood-Marine Engine, with which the Baby Gar is equipped, is the choice of yachtsmen who want not only the utmost speed, but who demand consistent reliability under gruelling conditions. The many world records broken by the Gar Wood-Marine Engine, has made it the preferred power plant for fast cruisers, runabouts and speed boats. Single, twin, triple screw and installations up to five engines per boat, in runabouts and cruisers up to 72 ft. in length, show the possibilities for dependable fast boats in all sizes of craft.

GAR WOOD, Incorporated

Builder of Gar Wood Marine Engines, Baby Gar Runabouts and Gar Jr. Cruisers

409 Connecticut Ave. **Detroit, Michigan**

DISTRIBUTORS:

SEXTON MOTOR CO., INC.
149 Washington St., New York, N. Y.
207 S. Front St., Philadelphia, Pa.
236 State St., Boston, Mass.
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ATLANTIC BOAT YARD CO.
201 S. W. Sixth St., Miami, Fla.

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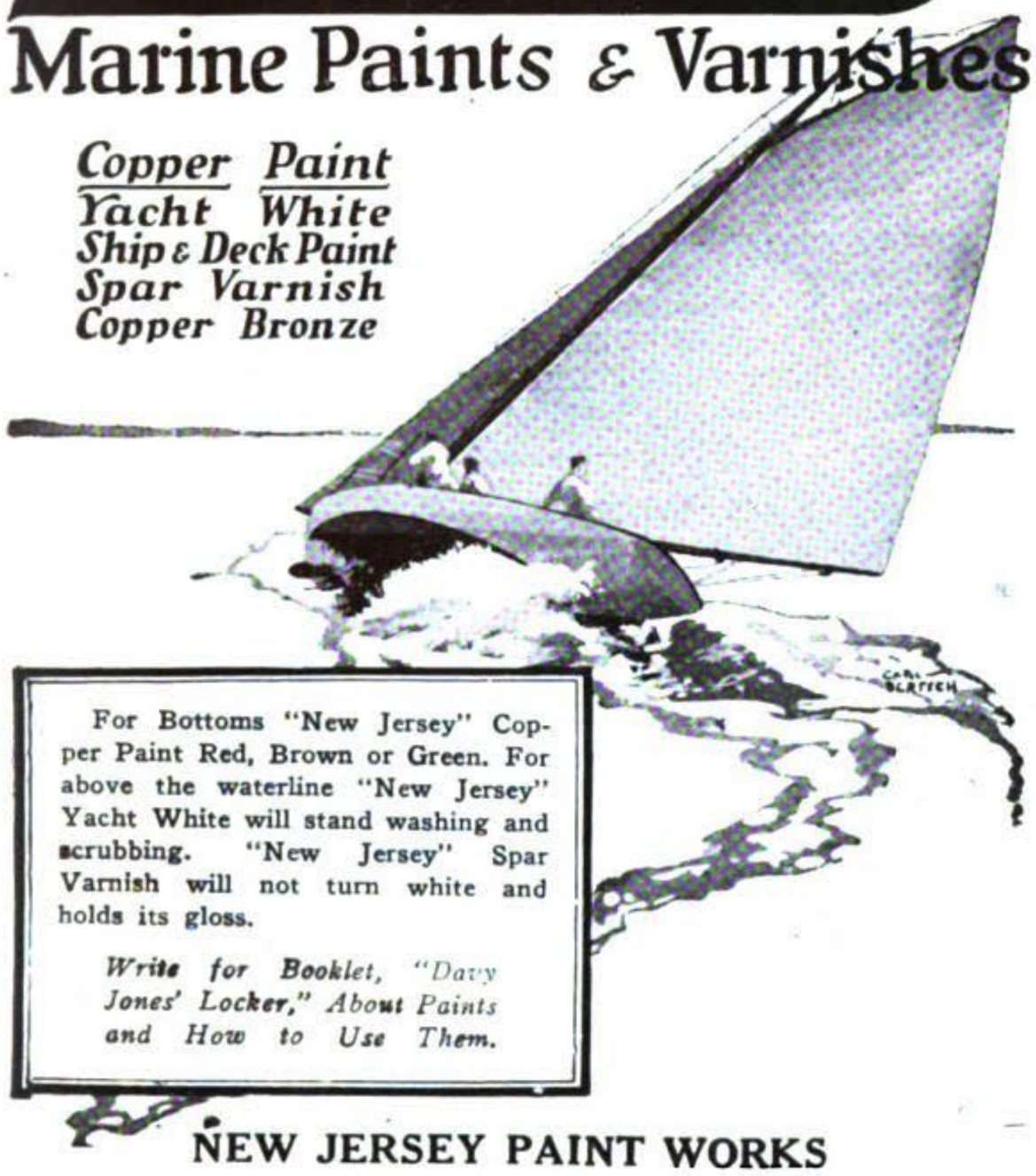
"New Jersey"
Marine Paints & Varnishes

Copper Paint
Yacht White
Ship & Deck Paint
Spar Varnish
Copper Bronze



For Bottoms "New Jersey" Copper Paint Red, Brown or Green. For above the waterline "New Jersey" Yacht White will stand washing and scrubbing. "New Jersey" Spar Varnish will not turn white and holds its gloss.

Write for Booklet, "Davy Jones' Locker," About Paints and How to Use Them.

NEW JERSEY PAINT WORKS
HARRY LOUDERBOUGH, Inc.
WAYNE AND FREMONT STREETS, JERSEY CITY, N. J., U. S. A.

MATTHEWS
ELECTRIC LIGHTING PLANTS

Modernize your Craft

Electric searchlight, cabin lights and running lights will add a new touch of luxury, convenience, comfort and safety that will give fresh zest to ownership.

Matthews Marine lighting plants, built exclusively for marine use, enjoy a twelve year record for absolute dependability.

Two models, "HR", 400 watts (20-20 watt lamps) "KHM", 1000 watts (50-20 watt lamps).

Write us which plant interests you and let us send complete information.

Model "HR", 400 watts. Ample current for 20-20 watt lamps.

Matthews Engineering Co.
Sandusky, Ohio

Surprising speed with an outboard motor

IT IS remarkable the speed that can be developed from a portable motor clamped to the stern of this especially designed "Old Town Canoe."

The Square Stern "Old Town" combines the speed and practicability of a small motor-boat with the lightness and shallow draft of an "Old Town Canoe." Of course, the same rugged strength is built into the Square Stern as in all other "Old Town" models.

The new 1926 catalog shows all models in full colors. Send for your free copy today. OLD TOWN CANOE COMPANY, 687 Middle Street, Old Town, Maine.

"Old Town Canoes"

Across America by Motor Boat

(Continued from page 140)

Darkness caught us still some miles above Sorel, and a deluge of rain relieved us of our desires to reach the mouth of the Richelieu River that day. We were sworn off on night navigation anyway. So, when some cathedral towers indicated a town on the north shore of the river, we headed for it and landed. The town was Lanoraie. It boasted a fine concrete dock back of which we found a safe mooring for Transcontinental. The omnipresent small boy, who kept up an incessant jabber in French, directed us to L'Hotel de L'Universe, and begged to carry my handbag—for 25 "Centimes." He collected the money.

Arriving at the hotel we shook the water off ourselves like a couple of wet dogs, extricated Spy from a dogfight—probably precipitated by his inability to understand the language of French-Canadian dogs, and made the customary dicker with the landlady. In a few minutes we were in clean, dry clothes; and enjoying one of the best meals we ever got in the French portion of Canada. That night was "wan dark night on Lak St. Pierre; an' de win' she blow, blow, blow." It poured down rain all night, and next morning was still raining and blowing. It was too cold, wet, and windy to attempt traveling, so we loitered about the little hotel until noon. About that time a fine looking Frenchman came in and jabbered with the landlady. I gathered enough of the conversation to understand that he was inquiring about stages to Berthier and ferry boat connections to Sorel. When I heard that it was impossible to get to Sorel by that method until late evening, I spoke to the man informing him we were going to Sorel with our boat if we could get a little favorable weather, and we'd be glad to take him there if he cared to join us. After wracking my vocabulary, and all but wrenching my tongue to express this complicated idea in French, the man said in perfect English: "I'd be delighted. Seymour is my name—Jacques Seymour. Sorel is my home." We shook hands and adjourned to the dining room.

Getting acquainted with Monsieur Seymour was one of the most pleasant of our experiences in Quebec. He's a well educated fellow, owner of a fleet of commercial boats on the St. Lawrence, and a natural comedian. We lunched with him, and about midafternoon the weather broke sufficiently to let us get away to Sorel.

The run down the river required only an hour, but we were no sooner under way before the rain began coming down again. Pulling in at Sorel, Monsieur Seymour as a member of the Club Nautique de Sorel, steered us into the yacht basin below the mouth of the Richelieu, and opened a vacant slip in his boathouse for us to leave Transcontinental. Sorel is a beautiful little town, and has a splendid hotel. We spent a pleasant evening with our new found friend at the club, got acquainted with half the town, and ceased to worry about the howling wind and driving rain.

The morning of September twenty-first dawned clear and cold, but with a gale of wind blowing that was almost enough to carry one off his feet. But, wind or no wind, we had to travel, and didn't imagine it would trouble us much in a small river like the Richelieu. We loaded ten gallons of gasoline, and shoved out of the yacht basin. There the St. Lawrence took it's last cruel slap at us. Outside the yacht basin the river looked as I imagine Lak St. Pierre did the night the Julie Plante busted up.

There is a slight current in the Richelieu, but it is probably not more than two miles per hour in the swiftest parts of the navigable channels. Except for weather which was getting uncomfortably cold, our journey up that stream from the St. Lawrence to Lake Champlain was pleasant indeed. It was also through one of the most picturesque sections of Quebec, where we scarcely heard a word of English until we crossed over the international boundary near Rouses Point, N. Y. The current in the river, high winds, and frequent showers of rain delayed us some, as did also the locks at St. Ours, and in the Chambly Canal. At St. Jean, we were compelled to invest in heavy woolen underclothing and other warm garments to protect ourselves from the rapid encroachment of winter weather. Even then our semi-tropical constitutions suffered severely from the cold. There was heavy frost every night on the Richelieu, and on two mornings I noticed little dagger blades of ice around Transcontinental's hull as we prepared to shove off. After stops overnight at San Antoine, Beloeil, and St. Jean, we pulled out on the morning of September twenty-fourth on the last lap up the Richelieu, a run of 25 miles into Lake Champlain to Rouses Point. It was a windy day, as most days seem to be in that region at that time of year, and we began to catch our punishment about the time the international boundary slid under our keel.

(To be continued)

Advertising Index will be found on page 192

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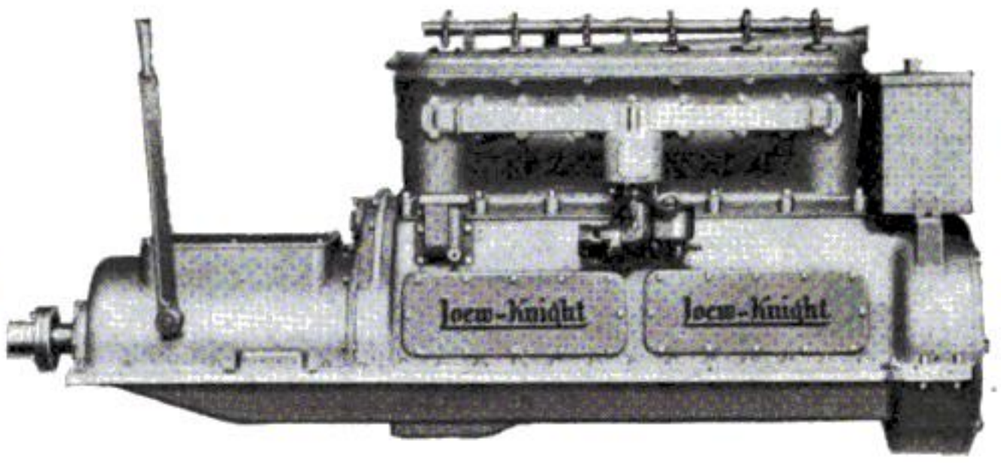
HOW LONG SHOULD AN ENGINE LAST?

Will the engine you buy today be running ten years hence? If so, will it be efficient? Quiet, powerful? When making a selection of a new power plant you owe it to yourself to consider the probable length of satisfactory service it will give. The life of a sleeve valve engine cannot be estimated; it will outlast other types by many years.

Loew-Knight

ENDURING AS THE AGES



THE LOEW MANUFACTURING CO.

Sole Licensee and Manufacturer of
Knight Sleeve Valve Marine Engines

CLEVELAND, OHIO

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A Better Search Light In Every Way

LEBBY

TRADE MARK REG. U.S. PAT. OFF

Lebby Searchlight. Cabin Control Type.

THERE is no incandescent searchlight on the market today that projects more beam candle power per watt than the LEBBY.

The yachtsman who wants the most efficient, reliable and durable searchlight he can get will find the LEBBY is the light he wants. Objects from one-third to one mile away are readily picked up by the LEBBY. The LEBBY is manufactured of solid brass throughout and is guaranteed to withstand the most severe conditions.

Made in five sizes, 6-12-25-32 and 110 voltage, and finished in four types, polished brass, battleship gray, nickel-plated and black nickel.

We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirement.

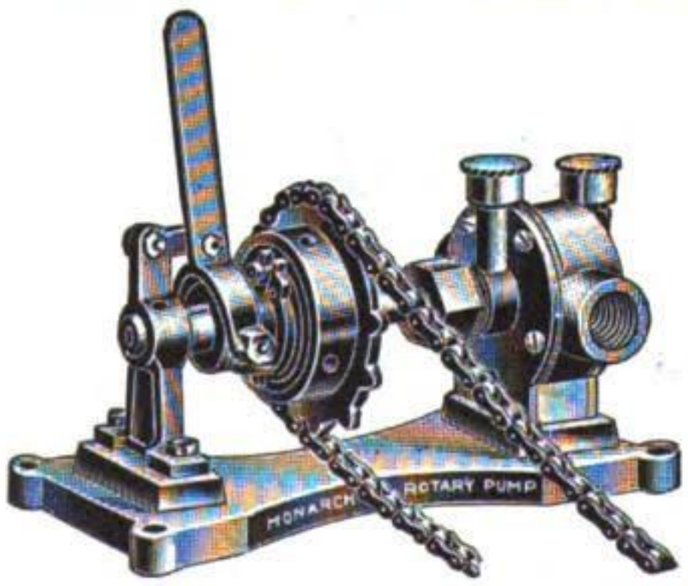
THE NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.

GEORGE LAWLEY & SON CORP.
NEPONSET, MASS.

builders of America's finest pleasure boats; durability, finish, style; sixty years' experience; Lawley organization is intact that has made the Lawley product famous throughout the world.

Storage facilities greatest in the country.

MONARCH POWER BILGE PUMP



Fits all sizes of propeller-shafts.
Will not strain propeller-shaft.
Keeps your boat free of water.
May be used for flushing down decks or as an emergency fire pump.
Chain or belt drive.
We also have a complete line of Electric Pumps, with or without the Electric Self-Starter and Cut-Off.
Full particulars sent promptly upon request.

MONARCH VALVE & CARBURETOR CO.
112 FRONT STREET BROOKLYN, N. Y.

Huck Says—Jacksonville Lands on the Racing Map

(*Continued from page 27*)

write down six things at once, correct and perfect; Charles Pelot you will wave the right flag at the right minute and no other time; John Baker, Jr., you will work the starting clock; if you get the hand back to zero before the gun, I advises you to leave town; Lingan Warren, you shoots the cannon on the dot of the second, and don't stick your finger down the muzzle when you is pulling the lanyard; Frank Rogers, you will provide yourself with a large megaphone, be in good voice that day, and you announces the winners to the grandstand within one second of the finish, Archibald Gardner, you anchors your boat at the right place and judges the finish of the sailboat and canoe races; Bob Frazier, all you has to do, is not to allow nobody on the judges' barge what doesn't belong there, don't let nobody speak to the Committee during the race, or afterwards and see that the course, it is policed and everybody kept off'n it. I will look wise and talk to the beautiful ladies, and grab all the credit, while you fellers does the work." They was a murmur of dissent, so I adjourns the meeting.

Well, Chap, the seventeenth of April, it arrives, and they was never a more beautiful spring day. They was just enough breeze for the sailboats but not enough to stir up the water. The setting for the course, it is second to none in the world with the nine mile bay of the St. Johns River stretching away from a shore lined with homes and gardens. Some people says they was as many as 25,000 spectators but I is satisfied they was close to ten thousand and they wasn't no parking space within a half mile of the river. On the dot of 1:15 the Preparatory gun for the first race, it goes off with a bang and all the sweet things screams, and for the next four hours every race, it was held exactly on schedule time and they wasn't a gap of more than five minutes between the end of one event and the start of the next. Frank Rogers, he not only announced the winners before they were hardly over the line, but he announces each race and the names of the entries before each event, and then during all the runs of more than one lap, Moody Clarkson squints at his tables quicklike and we is able to announce to the crowd, during the races, "The leading boat in this race is making a speed of 33.2 miles per hour" so that everybody knows what it is all about, which is different from the usual regatta.

The first event was for Paddling Canoes and was won by Henry Cheatham, with B. C. Brost second and Fain Martin third, out of nine starters. Out of seven sailing canoes, the winners were Frank D. McSwiney first, Cyril A. Marx second and Henry Cheatham third. Sailboats: Geo. DeWitt first, Kenneth Merrill second and F. Pullen third out of eight entries.

The first of the Motor Boat events was the Bang-and-Go-Back Race, always popular with both entrants and the crowd, and was open to boats with permanent motors only. They was nine boats in this race, all finishing within a few feet from one another, with Arliegg, H. E. Mott first, Spark Plug, Glover Weiss, second; Sea Wolf, Dr. F. B. Ennis, third.

Number Four was called an Elimination Race and was free for all. Fourteen fast ones crossed the line, packed side by side, and made the prettiest race of the day. The winner was Dixie Lass owned and run by Charles B. Griner, making a speed of 38.7 m.p.h. for the six miles, with Commodore Turck in Venetia a few seconds behind him, and Jim Stockton in his Lady Lou Chris Craft a close third at 32 m.p.h.

Six of the Biscayne Bay-Bies then roared onto the course, two of them got over the line before the gun and did not come back far enough for a recrossing and the race went to H. Paul Prigg driving Tatum Bros.' first, and Richard Ward in second place. In the second heat of these spectacular craft, the same pair came in first and second, with Gibson Bradfield third.

Race number 5 for Outboard Motors brought out a regular squadron of twenty-four craft; the winners in the Racing Shell division being Francis P. L'Engle in Baby Buzz with one of those sturdy big Johnsons, Cheney Special Second, and C. R. Womack, third; while those in the regular rowboat class were George H. Jones first, M. C. Prevatt in Waterlou second, and Don Barnett in Nadon third, standing up and driving his craft as if it were a chariot.

The Second Bang-and-Go-Back race was the only fiasco of the afternoon. In some inconceivable manner only three boats noticed the warning gun, the flag and the clock turning. They starts off all right and when they gets a half mile along the shore and we gives them the gun and flag to come back, a whole fleet, all the ways from a stern wheel house-

(*Continued on page 162*)

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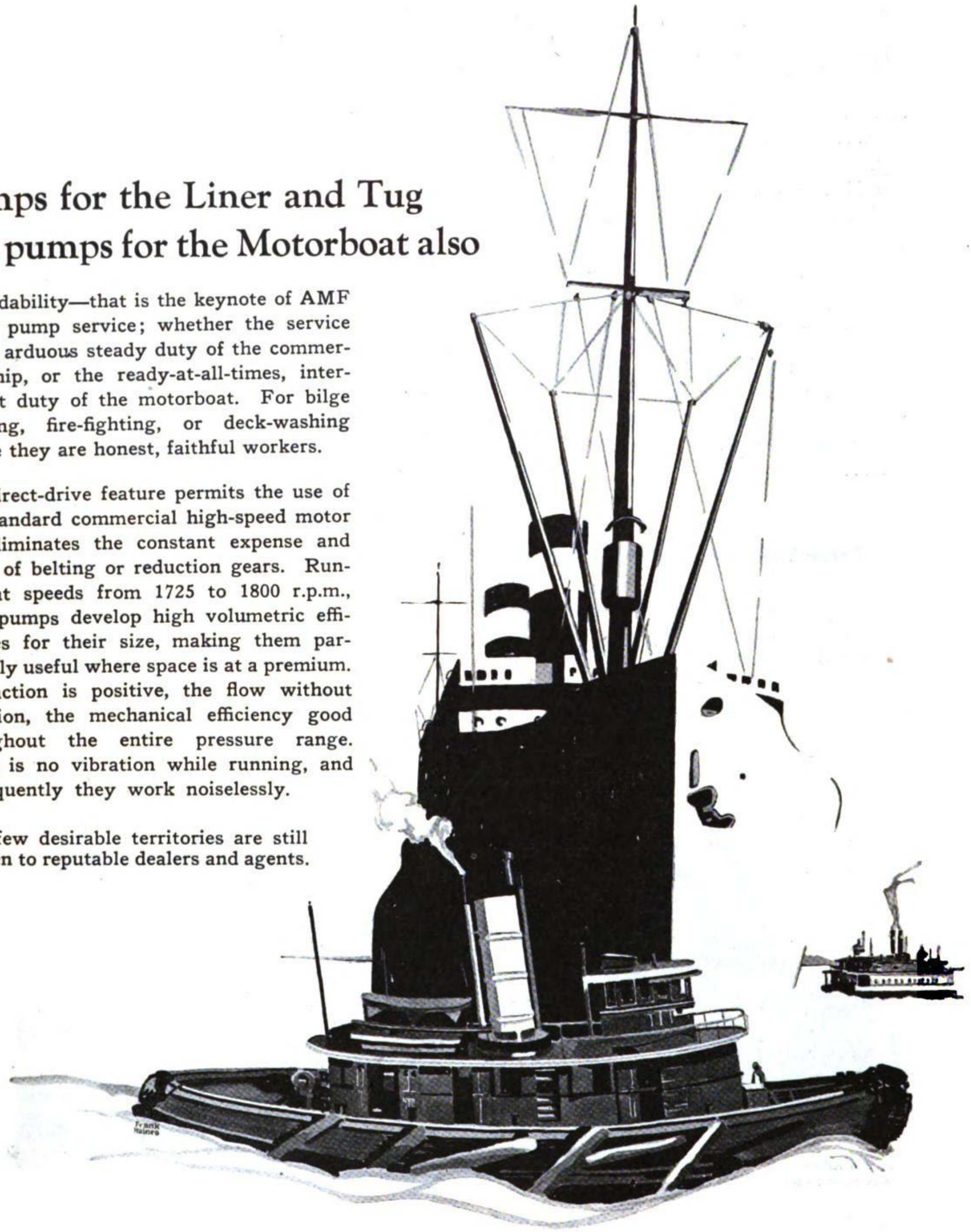
Pumps for the Liner and Tug and pumps for the Motorboat also

Dependability—that is the keynote of AMF **rotary** pump service; whether the service **be the** arduous steady duty of the commer**cial ship**, or the ready-at-all-times, inter**mittent** duty of the motorboat. For bilge **pumping**, fire-fighting, or deck-washing **service** they are honest, faithful workers.

The direct-drive feature permits the use of **any** standard commercial high-speed motor **and** eliminates the constant expense and **worry** of belting or reduction gears. Run**ning** at speeds from 1725 to 1800 r.p.m., **these** pumps develop high volumetric effi**ciencies** for their size, making them par**ticularly** useful where space is at a premium. **The** action is positive, the flow without **pulsation**, the mechanical efficiency good **throughout** the entire pressure range. **There** is no vibration while running, and **consequently** they work noiselessly.

A few desirable territories are still **open** to reputable dealers and agents.



AMERICAN MACHINE & FOUNDRY COMPANY

5520 Second Avenue, **Brooklyn, N. Y.**

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BETTER PERFORMANCE
GREATER VALUE
HIGHER QUALITY

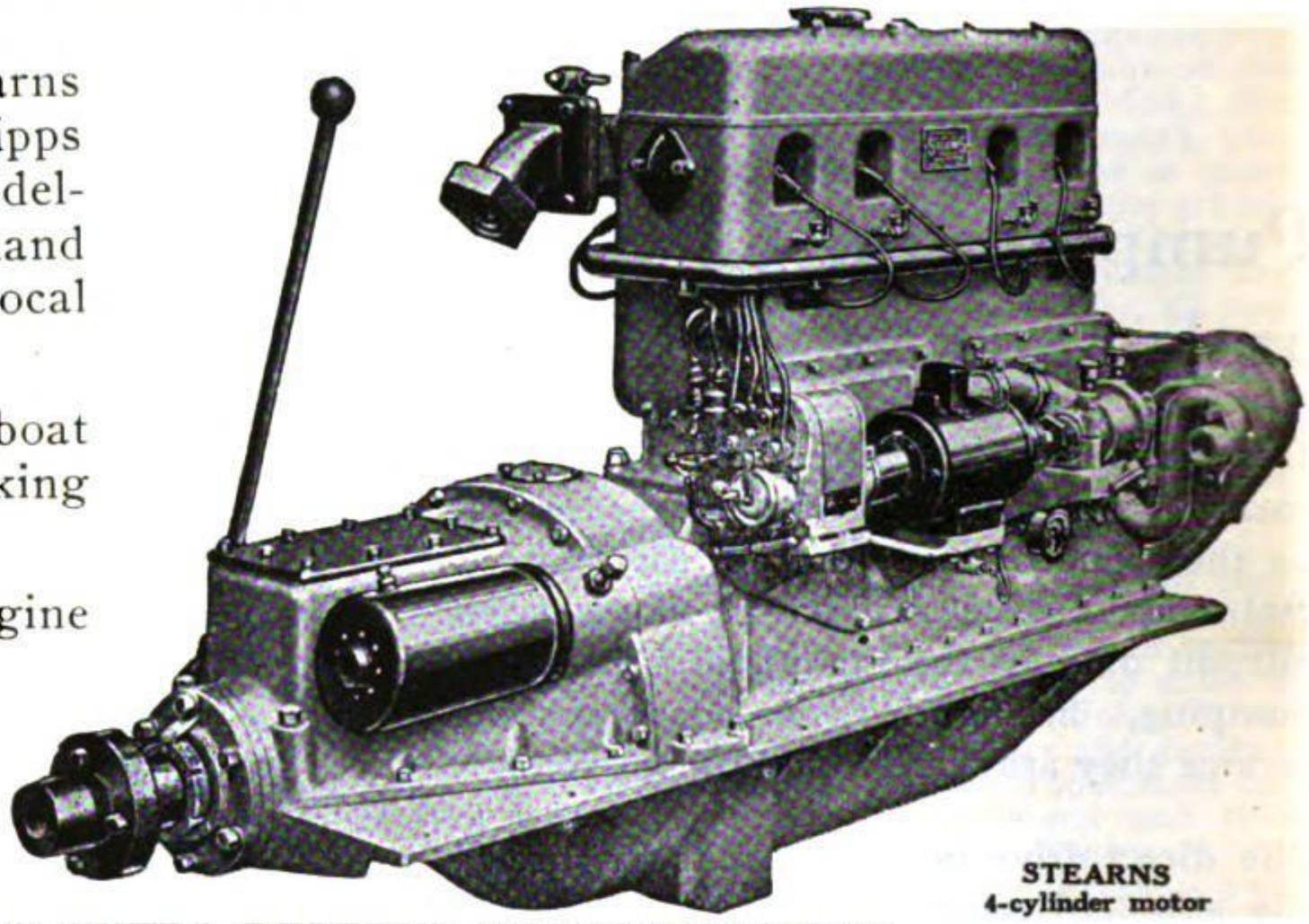
STEARNS EXTRA RESERVE MARINE ENGINE

FINER WORKMANSHIP
MORE ECONOMICAL
LASTING ENDURANCE

DURING the season of 1925 Stearns powered boats won the Scripps Trophy, the ocean run from Philadelphia to New York, and the Auckland Ocean Race, as well as numerous local events.

This season a Stearns powered boat again won the Auckland race—making the third year in succession.

The Searns motor is the greatest engine value you can purchase in a machine. They are built to endure and run under constant load at full power.



STEARNS
4-cylinder motor

PRICE OF STEARNS EXTRA RESERVE MARINE ENGINES

Large Series (4 cylinder type)

Model	Bore and Stroke	Horse Power	Revolutions	Weight	Price
MDU	5⅛x6½	35-80	500-1200	1750 lbs.	$1390.00
MDR	5⅛x6½	115	1600	1375 lbs.	1550.00
MEU	5½x6½	45-105	500-1200	1800 lbs.	1490.00
MER	5½x6½	140	1600	1400 lbs.	1650.00

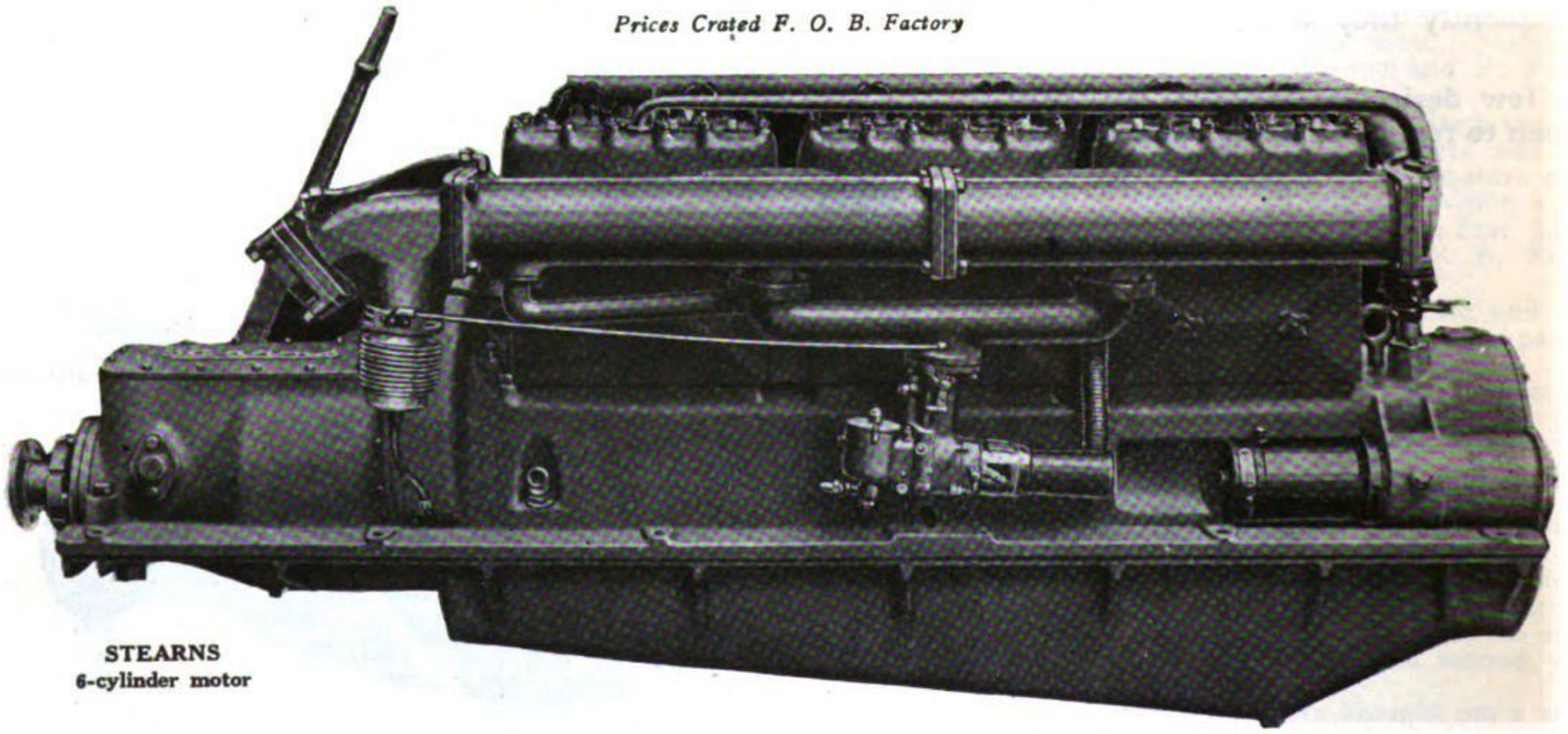
Large Series (6 cylinder type)

Model	Bore and Stroke	Horse Power	Revolutions	Weight	Price
MDU6	5⅛x6½	90-125	900-1200	2500 lbs.	$2375.00
MDR6	5⅛x6½	160	1600	2050 lbs.	2565.00
MEU6	5½x6½	100-140	900-1200	2550 lbs.	2525.00
MER6	5½x6½	180	1600	2075 lbs.	2690.00

Small Series (4 cylinder type)

Model	Bore and Stroke	Horse Power	Revolutions	Weight	Price
MHU	4½x6	25-50	500-1200	1080 lbs.	$ 990.00
MHR	4½x6	80	1800	950 lbs.	1090.00

Prices Crated F. O. B. Factory



STEARNS
6-cylinder motor

At the New York Boat Show the 6-cyl. Stearns was the center of attraction. The design, equipment and refinements of the engine were favorably commented on by prominent naval architects, builders and yachtsmen. It is sturdy but not extreme. It is not fragile nor excessive in speed. It is the dawn of the new engine, between the old heavy-duty and the extreme high speed light-weight machine. The price is right. Let us send you details.

STEARNS MOTOR MANUFACTURING CO. Ludington Michigan

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Agents and Dealers in All Principal Marine Centers, U. S. A. and Foreign Countries

Advertising Index will be found on page 192

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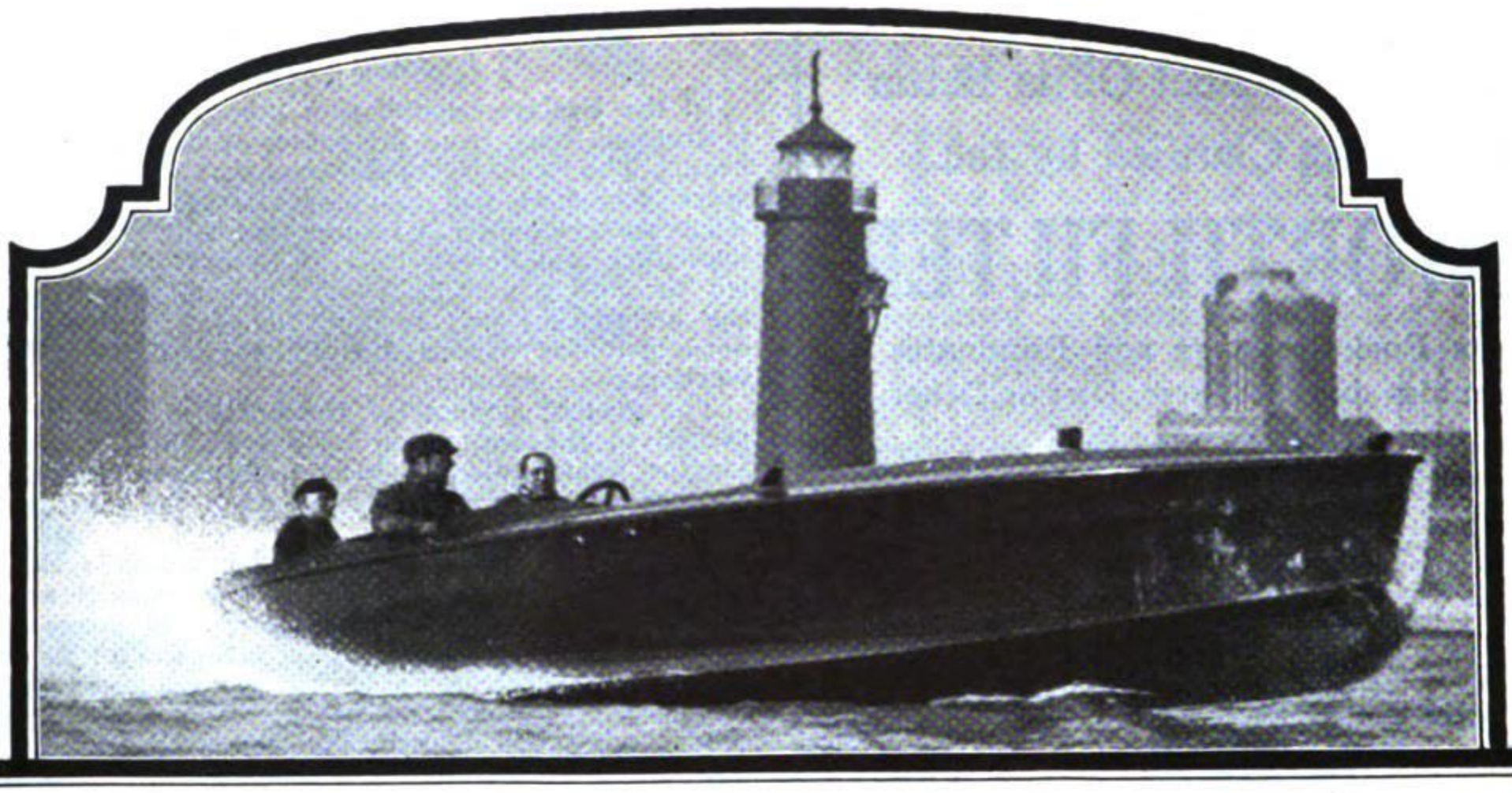

SCHILLO

The Regal Waterway Ranger

Lines as Graceful as a Sea Gull

WHEN the travel urge tugs, get aboard a wonderful Schillo Sportabout 8-220. Learn the joy of a new thrill—cruising in this "waterways motor car".

The whole family, children, baggage, dog and all, will fit into the deeply upholstered seats of this Schillo 8-220; and two extra guests may ride in the forward cockpit, covered when unused.

Port helm into any dock, assured this Schillo aristocrat's beauty will receive warm approval; for rugged stability and seaworthiness are well concealed by luxurious appointments and lines of exquisite grace.

Should you ever need service, a Schillo dealer can replace anything, even woodwork, with parts right out of stock. Schillo Service Stations are located on most American water lanes.

The Schillo masterpiece 8-220 is designed with many new features you can appreciate only through a personal test. You are invited to see and ride in it at your convenience, and learn of its amazingly economical up-keep cost. Those preferring a smaller, but equally distinguished craft, will find in the Schillo 8-90 Sportabout every desired feature.

Persons located in New York and vicinity may see all models on display at the Sherwood Automobile Corporation.

Wire or write for descriptive literature or demonstration to

SCHILLO MOTOR BOAT MFG. COMPANY

3977 North Rockwell Street, Chicago, Ill.

Eastern Distributor: The Sherwood Automobile Corporation, 1792 Broadway, New York

We shall be pleased to hear from those who are in a position to represent us in various open territories.

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Any Gasoline or Fuel Oil is Better After Being Clarified by the

BOSWORTH FILTER

Prevents Fuel Stoppage and Eliminates All Troubles due to Water, Dirt or Other Impurities in your Fuel

FOUR SIZES

BRASS

No. 125—⅛, $5.00
No. 250—¼, 7.50
No. 375—⅜, 10.00
No. 500—½, 20.00

ALUMINUM

No. 125—⅛, $7.50
No. 250—¼, 11.25
No. 375—⅜, 15.00
No. 500—½, 25.00

Manufactured of SOLID BRASS or ALUMINUM

Furnished in Any Mesh Desired

Write today for further particulars.

Bosworth Filter Company, Inc.
15 Wilbur Avenue Long Island City, N. Y.

Consider Beaver Engines

Beaver Engines will give long years of steady, uninterrupted, economical service—because they are built up to that standard.

Beaver Marine Engines are available in sizes from 4 cylinder 50 H.P. to 6 cylinder 225 H.P. medium speed.

BEAVER MANUFACTURING CO.
41 - 25th STREET MILWAUKEE, WIS.

for steady service

Beaver

Over Fifty-five Designs **Brooks** *Build Your Own Boat*

KNOCK-DOWN BOAT FRAMES

Make Boat Building Easy for You

ANY amateur handy with tools can build a fine and successful boat. The Brooks system of boat building is not difficult nor complicated. All materials are supplied cut to size, shaped and ready to assemble. Instructions and plans are so simple that you can't go wrong. Thousands have built their own boats by the Brooks method. **Start your boat now and save the builder's profit.** You have over fifty-five designs to select from: CRUISERS, V-BOTTOM RUNABOUTS, HYDROPLANES, ROW BOATS and SAIL BOATS. ***Write for This Book Today***

Send twenty-five cents for the latest edition of the Brooks book of designs that you can build.

BROOKS BOAT CO., Inc., Dept. 33, Saginaw, W. S., Mich.
Originators of the Pattern and KNOCK-DOWN system of boat building

The Radio on Seafarer

(*Continued from page* 42)

In the Seafarer installation the lead-in from the antenna is dropped down from the center of the antenna at the mast-head. The point is made also that before any permanent work was done temporary rigs were tried out so that the wood work would not be unnecessarily damaged by placing insulators and boring holes. At first the lead-in wire was led through a port-light opening and after the success of the installation was certain, then a regulation water-tight deck insulator was used and the job done in a thoroughly workmanlike manner.

The ground system for the outfit consisted of a wire attached to the water cooling system of the engine but the Doctor admits that a lower resistance would have been secured by using a copper plate on the outside of the hull below the water-line.

The regular Radiola 26 model which was used came equipped with a heavy battery box with which some difficulty was experienced due to the amount of space that it took up. This box was done away with and in its stead a box having the same cubic contents was made, and placed under the receiver at one end of the cabin. By doing this the space saving was considerable yet at the same time the set was entirely self-contained. A simple lightning arrester was attached to the back of this box and the aerial and ground wires were attached to the terminals provided in the antenna tuner.

In addition it was decided that instead of carting the loud-speaker all over the boat it would be far more practical to use a plug and jack system. Of course the set itself has a built-in loud-speaker but since the set was located below decks and on many occasions it was desirable to have music on the topside, the additional loud-speaker was arranged to be plugged in and out of a jack which was located on the bridge just below the steering wheel.

The control box below decks was fitted with two little telephone switches one of which grounded the antenna when the antenna set was out of use, and connected the set to the antenna when the set was in use. The other switch could be used for switching in and out either or both loud speakers at will. This arrangement made it easy to tune in a program on the loud-speaker in the cabin and then, when the final adjustment was made to switch over the loud-speaker on deck.

In a small drawer below this compartment was space for spare vacuum tubes, long sheets and the rest of the usual collection of material which most radio sets fall heir to.

As for operation, Doctor Goldsmith says in part: "Rather to my astonishment, the hundred horse-power engine, steadily driving Seafarer at a good ten knots against the tide, caused hardly any inductive interference. Although only about twenty feet away from the receiver, the ignition noise was so faint that it was hard to pick it up even when the concerts came roaring in. Since an antenna was in use, changes in the course of the boat had no effect on the strength of the signals which remained pleasantly steady as we left the shore and nosed out into the middle of Long Island Sound. Port Jefferson was our evening harbor. This is itself a radio locality being only a few miles from the great trans-oceanic station at Rocky Point which we found, on a flying visit, to be placidly agitating the domestic and European ether, with its twin alternators pumping out the power to send men's words across thousands of miles of ocean from a three mile row of 400 foot towers which, fading upward into the twilight, forcibly recalled one of the Martian mechanisms described in the War of the Worlds.

"All of the New York stations gave excellent loud-speaker volume that evening at a distance of about fifty miles, as did a station in Newark and others in Springfield, Schenectady and South Dartmouth. There was certainly no dearth of entertainment available. . . . For the next few days we zig-zagged across Long Island Sound, and had full opportunity to study receiving conditions. A few observations may be of interest. Urban half kilowatt Class B stations were good for an enjoyable loud speaker signal about fifty miles over water even if one were lying at anchor in a land-locked harbor (which lowered signals appreciably). There was noticeable fading on some stations at fifty miles but not enough to make any real trouble. Beyond seventy-five miles there was more marked fading, and on a night when there were electrical storms in the vicinity, such signals could stand improvement. As one came closer, say the twenty and thirty mile zone; fading disappeared entirely so far as the ear was concerned, and the set had to be throttled down to avoid excessive signals and tube overloading."

(*Continued on page* 154)

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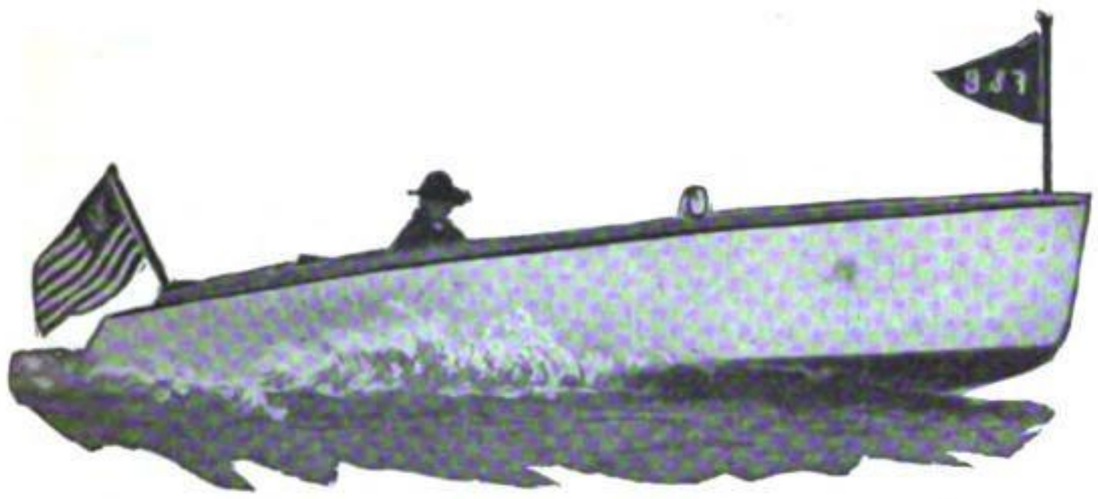


The smallest of the Fay & Bowen Runabouts, a twenty footer powered with the 14 H.P. Fay & Bowen GOBEST engine. Speed 14 miles per hour. A quality boat throughout and thoroughly seaworthy with a cruising radius of 110 miles without refueling.

The Fay & Bowen Junior Runabout, a twenty-four footer, powered with our model LC-41 marine engine. Speed 17 miles per hour. This is an all mahogany and very sturdily contructed boat. The Junior is fitted with cushions and lazybacks for all seats and is salt water equipped.

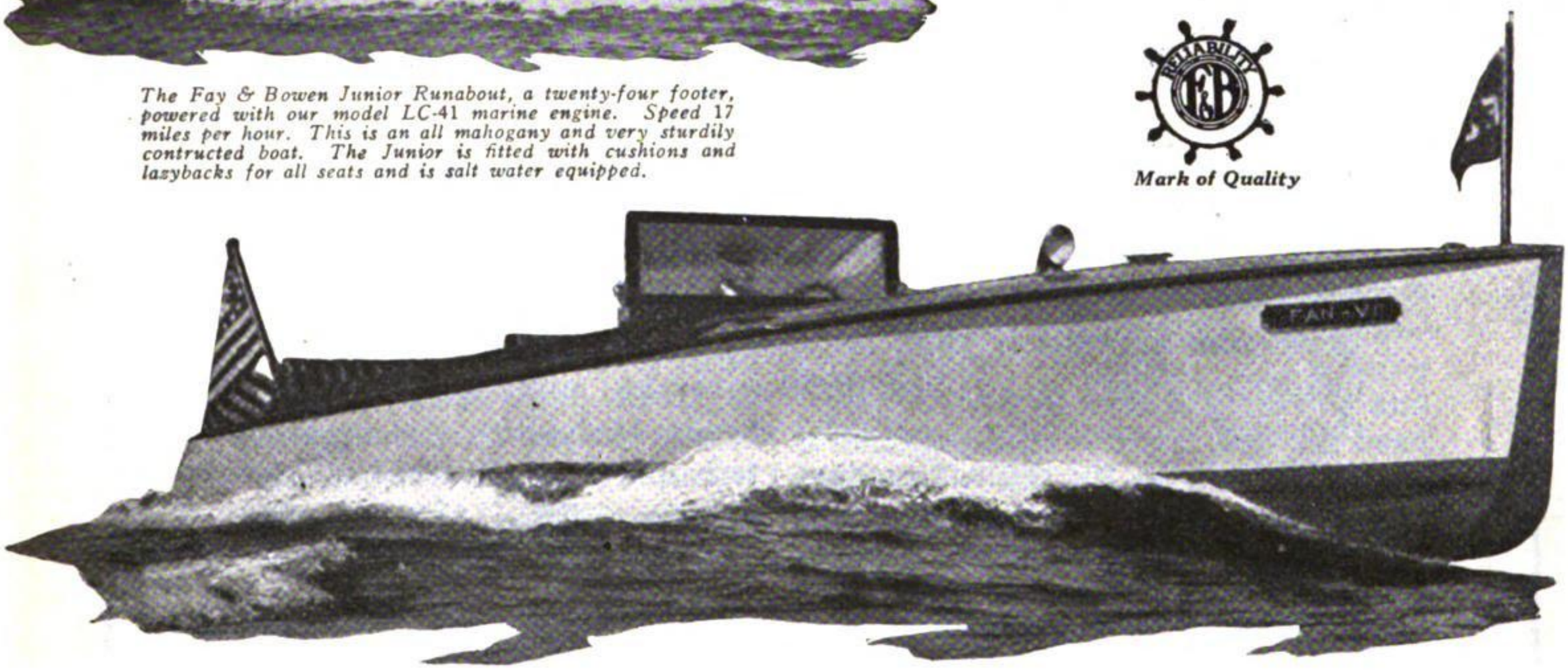
Prompt Deliveries on F. & B. Runabouts

PLACE your order now for a Fay & Bowen runabout to insure delivery at the time and place you specify. Anticipating the increased demand for these high grade boats, we have enlarged our production and reserve stock to take care of immediate delivery orders.

Remember Fay & Bowen boats are covered by one warranty for both the hull and power plant,—there is no division of responsibility between boat builder and engine manufacturer.

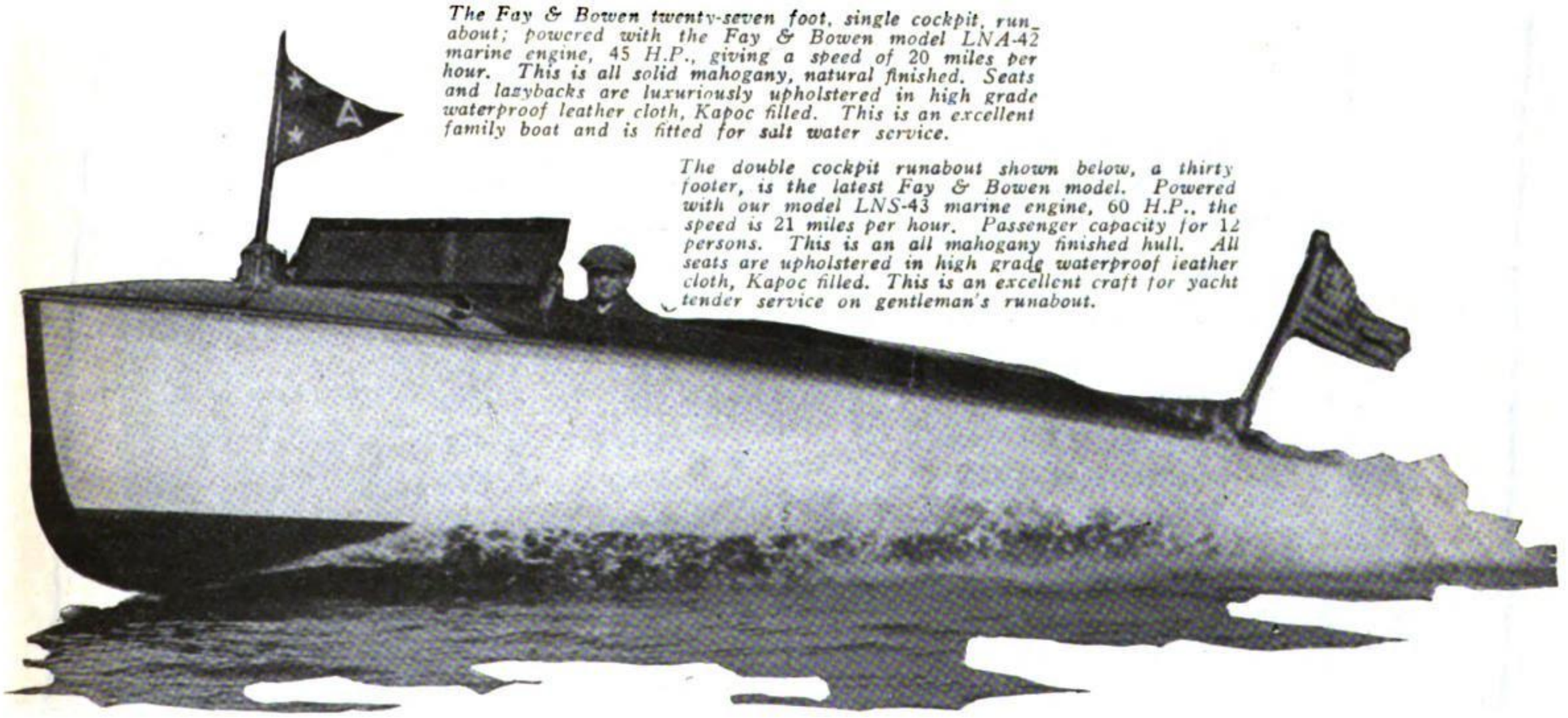
RELIABILITY F&B

Mark of Quality



The Fay & Bowen twenty-seven foot, single cockpit, runabout; powered with the Fay & Bowen model LNA-42 marine engine, 45 H.P., giving a speed of 20 miles per hour. This is all solid mahogany, natural finished. Seats and lazybacks are luxuriously upholstered in high grade waterproof leather cloth, Kapoc filled. This is an excellent family boat and is fitted for salt water service.

The double cockpit runabout shown below, a thirty footer, is the latest Fay & Bowen model. Powered with our model LNS-43 marine engine, 60 H.P., the speed is 21 miles per hour. Passenger capacity for 12 persons. This is an all mahogany finished hull. All seats are upholstered in high grade waterproof leather cloth, Kapoc filled. This is an excellent craft for yacht tender service on gentleman's runabout.



Write today for descriptive literature of Fay & Bowen runabouts.

FAY & BOWEN ENGINE CO.

104 LAKE STREET **GENEVA, N. Y.**

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Sutter Bros.

Boston:
6 Commercial Wharf
Gray-Aldrich Co.

Philadelphia:
116 Walnut Street
Marine Equipment & Supply Co.

Baltimore:
Pratt and Gay Streets
Messrs. Unger & Mahon, Inc.

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The Advertiser's Yardstick

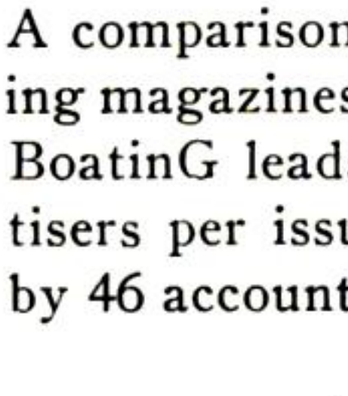
THE preponderance of advertising space used in MoToR BoatinG by the leading marine advertisers conveys a message of particular importance to all others interested in selling to the boating public.

This marked preference for MoToR BoatinG expresses the consensus of opinion of the most successful manufacturers in the marine industry. Advertisers and advertising agencies which have had the longest experience in marine advertising, as well as those who appraise a publication from every angle—circulation, quality, quantity and geographical coverage; advertising rate per thousand of circulation; editorial standards, quality and appeal; and, of course, the returns produced from previous advertising, not merely inquiries alone, but actual business secured. It is upon these factors that space schedules are determined.

A comparison of the volume of advertising per issue in five boating magazines for the first four months of 1926 shows that MoToR BoatinG leads by 163%. And, in the average number of advertisers per issue MoToR BoatinG leads its nearest contemporary by 46 accounts.

Average Volume of Advertising Per Issue
First Four Months of 1926

	Pages	Advertisers
MoToR BoatinG	171⅜	199
Second Publication	65¼	140
Third Publication	64½	153
Fourth Publication	53½	126
Fifth Publication	49½	135



MoToR BoatinG is a member of the Audit Bureau of Circulations. Write for A. B. C. statement, advertising rates and other data.

MOTOR BOATING

119 W. 40th St. New York City

Advertising Index will be found on page 192

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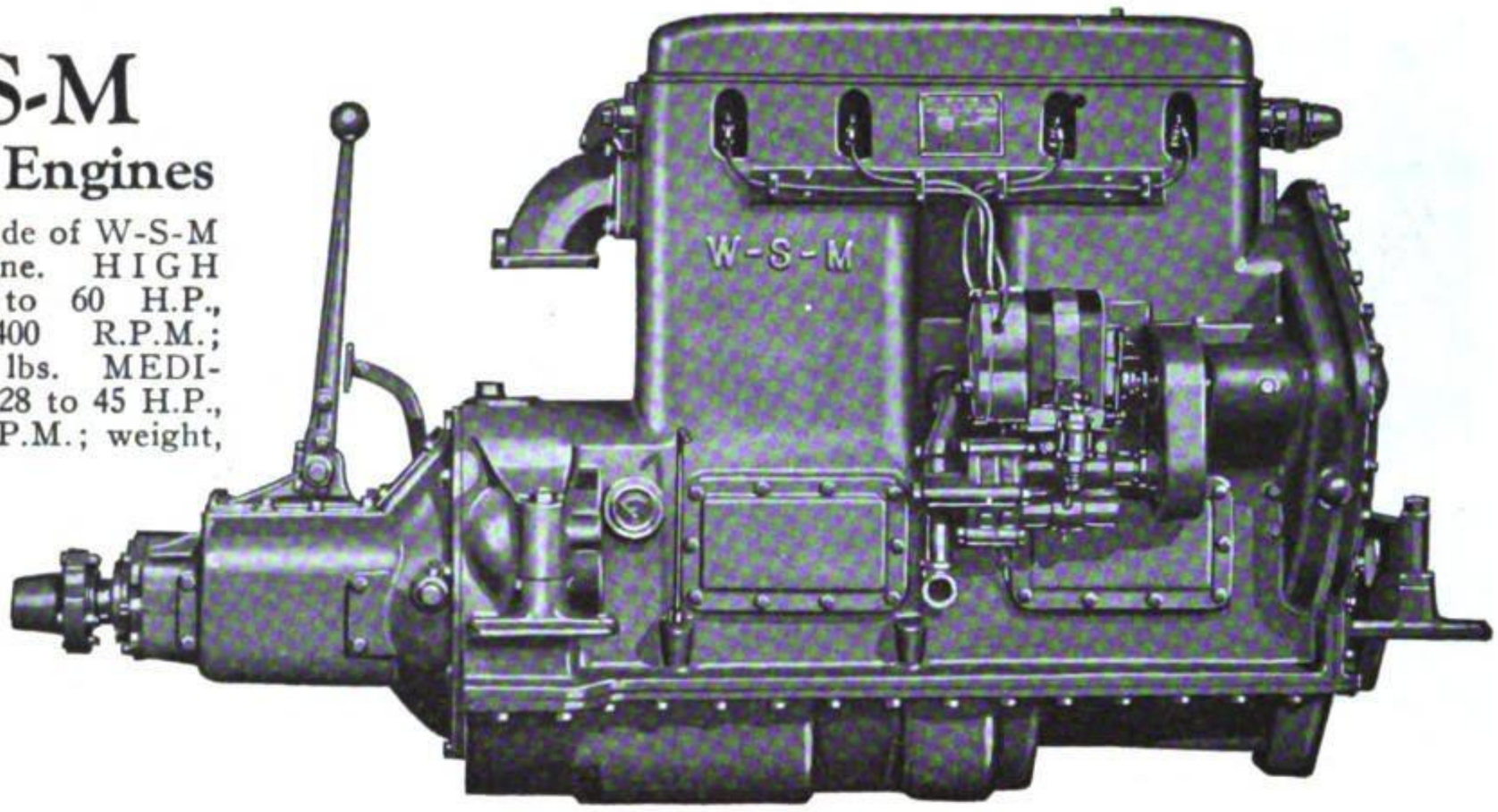
W-S-M
Marine Engines

Starboard side of W-S-M Marine Engine. HIGH SPEED—48 to 60 H.P., 1000 to 1400 R.P.M.; weight, 1350 lbs. MEDIUM DUTY—28 to 45 H.P., 600 to 900 R.P.M.; weight, 1450 lbs.



Ideal for Cruisers and Work Boats

CRUISER and work boat service demand a rugged construction, dependable and economical operation and accessibility in the engine itself.

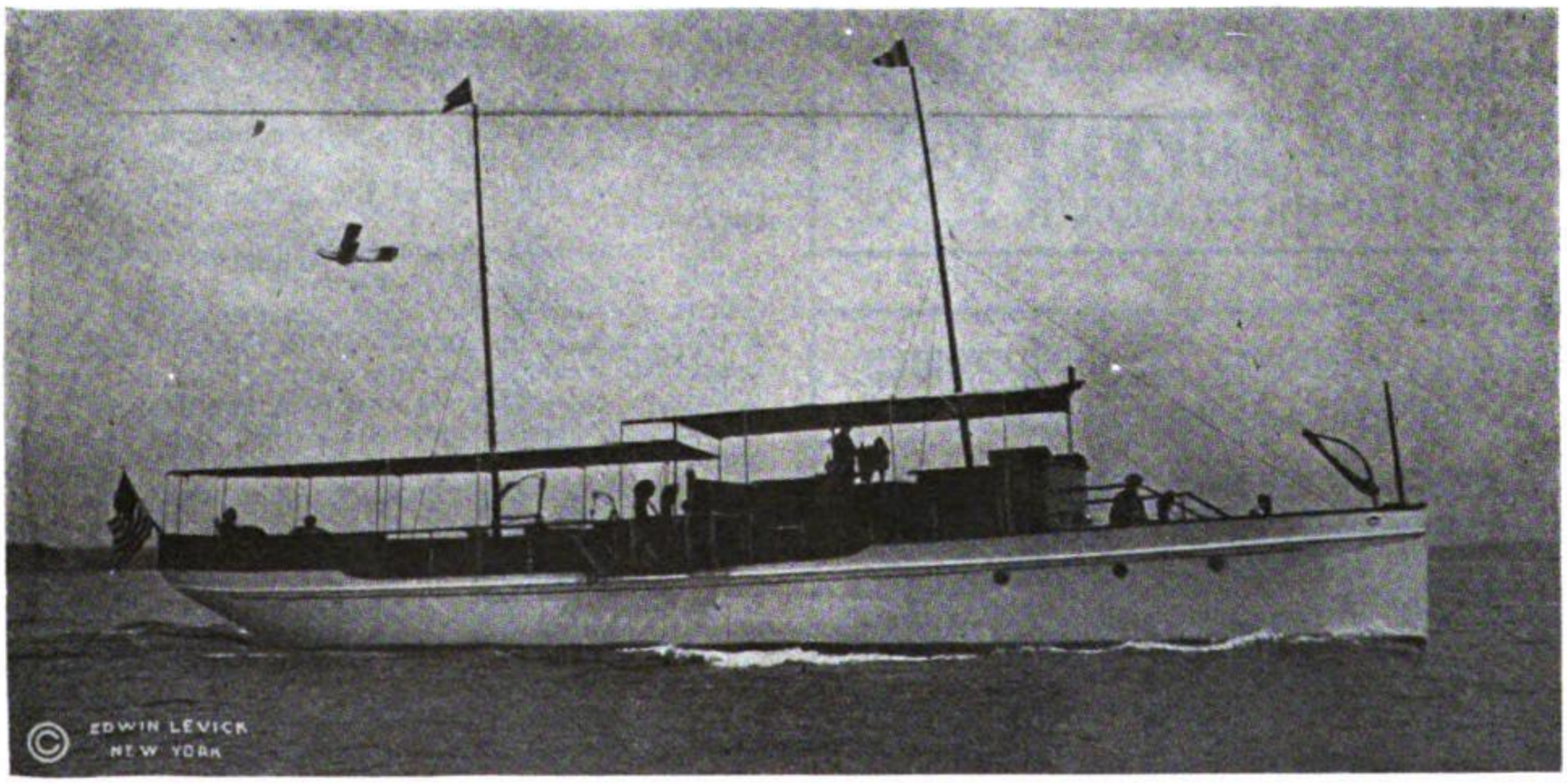
A one-piece block making a rigid backbone, removable cylinder walls, overhead valves, detachable cylinder head, pressure lubrication direct to every wearing surface without exposed oil piping, are some of the details that have made W-S-M Engines outlive the boats in which they have been installed.

The design is simple and the construction is rugged. The control is easy and flexible and the engine is readily throttled without stalling, down to 150 R.P.M. for trolling and net work.

The W-S-M Marine Engine (known to the marine trade as the J-V-B Engine prior to September, 1922) is being produced by the same engineering and production organization that has been responsible for its development, and this organization has at its service machinery, tools and jigs of the latest type, designed especially for the engine, assuring precision, quality and absolute interchangeability of parts.

Ask for our 32-page Marine Bulletin, No. 74-B

The Sanderson-Cyclone Drill Co., Orrville, Ohio, U. S. A.



Sea Going Cruiser "Blue Bird"; Length, 72'; Beam, 12'; Draft, 3'-6". Twin-screw installation of two Medium Duty W-S-M Marine Engines driving this boat at 12 M.P.H. Owner, Mr. J. H. Tyson, Riverside, Conn.

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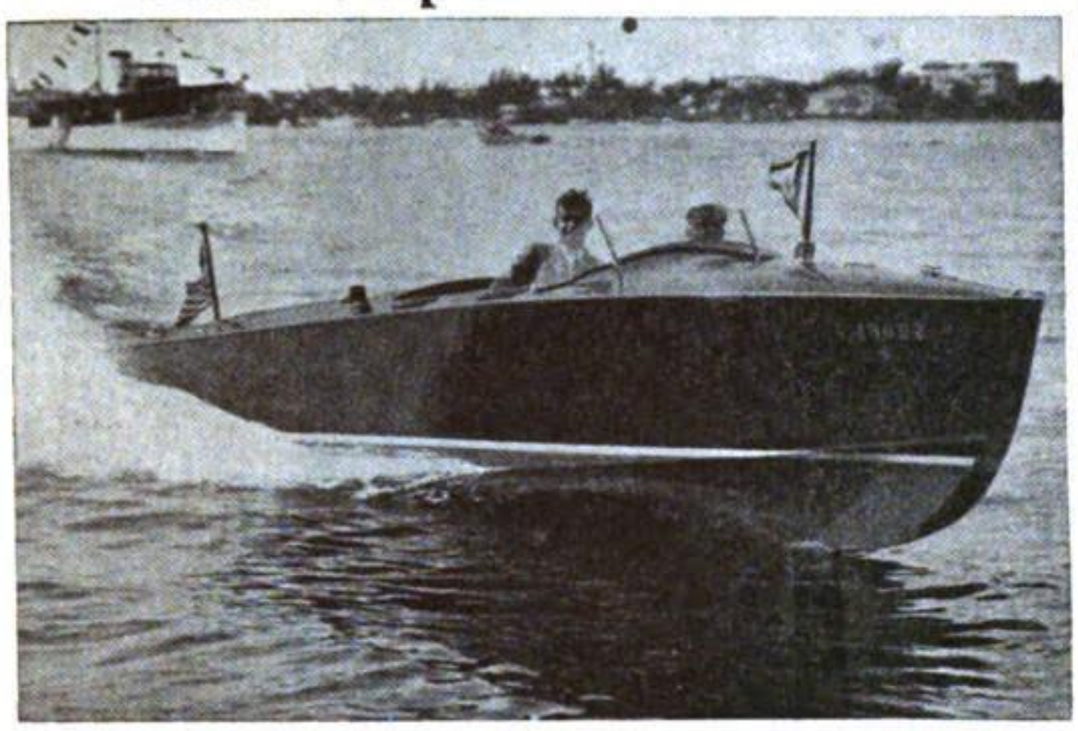
The Super Bear Cat



Length 30 feet, Beam 7 feet, Draft 23 inches
Seating Capacity 10 People

Belle Isle Boats

America's Finest Runabouts

NO other boat in the runabout class has been accorded the noteworthy praise the Super Bear Cat has received.

"Spend your play hours on the water"
Write or wire for particulars

BELLE ISLE BOAT AND ENGINE CO.

BUILDERS OF THE BELLE ISLE "BEARCAT"

DETROIT NEW YORK

New York Office: 1210 Equitable Life Building
393 Seventh Avenue, Opp. Penn. R. R. Station

New York Distributors for Hacker Boats

MARINE HARDWARE

at

Money Saving Prices

Life Preservers Pillows - - - -	$1.00
Comb Lamp Class 1 - - - - -	2.10
Stern Light - - - - - - - -	1.50
Brass Bilge Pumps - - - - -	2.10
Galv 12" Steering Wheel - - - -	1.40

Complete Catalog, with Money-Saving Prices, Free Upon Request.

ATLANTIC SUPPLY CO.

ATLANTIC HIGHLANDS, N. J.

Select Your Outboard or Performance Come to Outboard Motor Headquarters

We particularly recommend the boat shown above—with either Johnson 6 H.P. or Lockwood Ash Motor—for speed and comfort for general use. Write to

BRUNO BECKHARD, Flushing, L. I., N. Y.

The Radio on Seafarer

(*Continued from page* 150)

Doctor Goldsmith is, of course, considering only the New York stations for there are so many broadcasters in operation that it is almost impossible to be out of range of them all. One may pass from the range of one set of stations and then be confronted by a whole new line-up. In cruising to Lake Champlain last summer we lost the New York stations completely before we came to Albany, but at that time we had run into the summer range of the big Schenectady station. With the further advance to the north other stations came in which had not been audible in the Hudson valley. At Port Henry, due to the unfavorable location, no stations were heard at all, but a few miles further up the lake Pittsburgh and Schenectady came in again with increased volume. This simply goes to prove that even in remote waterways, radio can still be received from the powerful broadcasters.

A compact receiver such as was used on Seafarer could be easily installed on almost any cruiser worthy of the name. It may be arranged in several ways. The set comes equipped with a loop aerial and it may be used directly this way without bothering to erect an antenna. Such an arrangement is particularly well suited for a very small boat. Another arrangement, and one which greatly adds to the strength and to the distance getting abilities, is to use a small, single wire aerial and have the inboard end of this connected through a small coil of wire, say about three inches in diameter and wound with thirty or forty turns of insulated wire. This coil when placed near the loop aerial will energize the set to a far greater degree than the regular loop aerial. Of course one end of the coil is connected to an aerial and the other to the ground. The third way calls for a set of two coils and complete removal of the loop aerial. The primary of this coil is connected to aerial and ground and the secondary to the place where the loop is normally connected. The loop tuning condenser tunes this coil. If the other type of coil is used it is necessary to use an extra small capacity condenser to tune the coil to resonance. From this it will be apparent that such a set may be used under all kinds of conditions.

Alpha, a 100-Foot Diesel

(*Continued from page* 17)

rooms in connection with these state rooms. The owner's state room extends the full width of the boat, amidship, and instead of being ventilated by means of the conventional round port light, square port light windows have been installed. The engines are located amidships with the galley and crews' quarters located in the stern.

A continuous deck house is located on the main deck, the forward part of which is carried out to the sides of the ship, a very interesting and unique feature never before worked out in a yacht of this kind and this room being the dining salon and living room combined. Aft of this room on the starboard side is a state room and bath room for the owner with the butler's pantry on the port side and in the extreme after end of the house is located the Captain's state room.

On the upper deck is a smoking room and pilot house, the owner being practically his own navigator, the entire layout is worked around the feature of he doing his own navigating and having all of his friends together with him, hence the reason for the quarters being located forward. A feature especially worked into the design is the fact that a staircase leads from the lower deck stateroom to the main living saloon and another staircase from this saloon right into the upper deck house or chart room so that the owner has absolute privacy and has an inside passageway and staircase from one deck to another all in the forward part of the ship.

Features such as special refrigerating and ice making plants have been installed, electric windlass for hoisting the anchors, also electric boat hoist for hoisting the launches, regular house type plumbing is installed, steam heating plant and other features which tend towards making her a most desirable and livable boat both for Northern and Southern waters.

On her trial trip off Sandy Hook, Alpha, in the face of a 45 mile gale showed a comparatively good speed of 13¼ miles per hour and proved that she was especially able and sea worthy by standing up under very severe weather and giving a very good account of herself.

Advertising Index will be found on page 192

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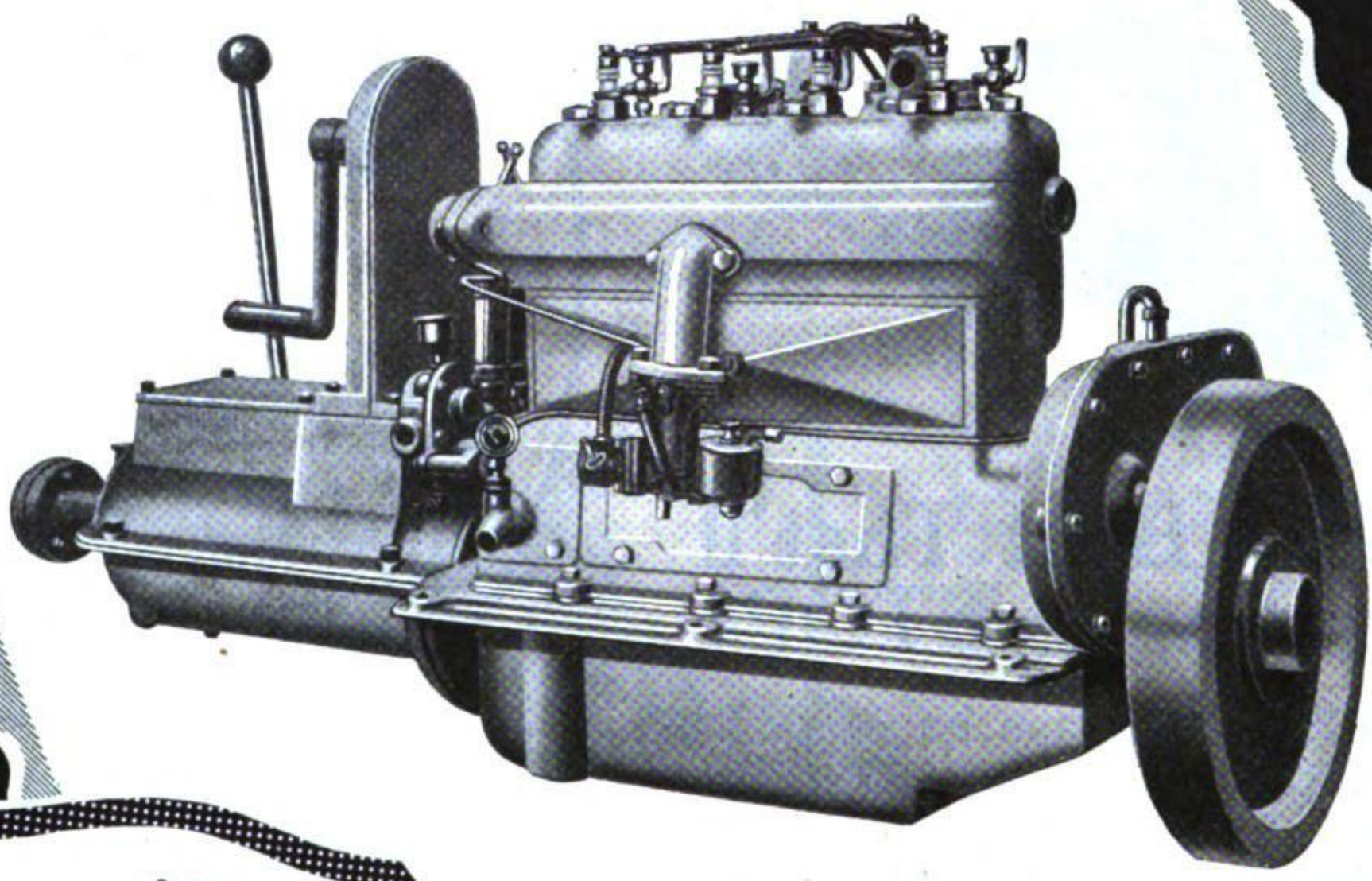
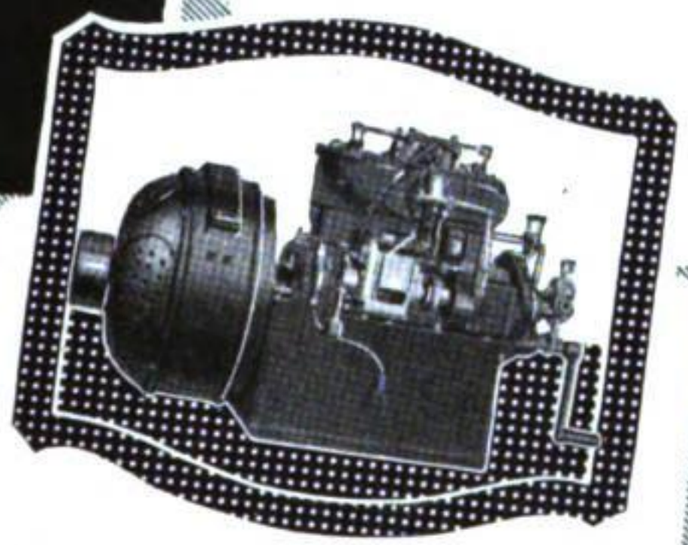
WORLD'S STANDARD FOR BOATS UNDER 30 FEET

Taking the Grief, Gaskets and Grease Out of Your Water Play-Days —





A real *marine-type* Electric Plant line — complete in five popular sizes: 1½, 2½, 4, 7½ and 12½ K. W.—available in 32, 110 or 220 volts.

Every Universal Electric Plant may be used either with or without batteries. All are 4-cylinder, 4-cycle powered, for smoothness, quietness and to eliminate flickering from current output.

And dependability, ease of starting and handling are proverbial.

Write for full details. Mention current requirements.

Universal MOTOR CO.

"There's a Size and Type Ideal for Your Boat"

ELECTRIC PLANTS

IT'S been a wonderful twenty-six years we've spent a-building good boat-power! Lots of income taxes larger than ours, that's true, but my gosh — we've had a lot of fun! And at that, it would take a pile of pelf to make up for the happiness that some of the letters from you folks have brought us.

This isn't much of an advertisement, but Man, it's June! And we're boat fans, too! And we want to be out on the water where you are—or where you'd like to be — and have a good motor, a Flexifour, say, purring away up for'ard.

Listen! Have you ever "snuck" out of the office on a busy, hot day (why are hot days always busy?) — and slipped away to the boat house — and cast off with that happy, guilty feeling that only a kid playing hookey can appreciate? If you have, you "belong", and you know why we've spent twenty-six years taking the cussedness out of motor-boating by trying to build a motor that hadn't a cuss in a year's running.

We think we've succeeded—and we'd like to hand you the facts-and-figures. Mention the size and type of your boat when you write.

UNIVERSAL MOTOR CO., 40 Ceape St., OSHKOSH, WIS.

(Not connected with any other firm using the name "Universal")

Universal

Flexifour MARINE 10-15 MOTOR H.P.

Copyrighted Material

There's a Boat That'll Know How to STOP!

OLD MAN JOE says he wouldn't give a pint o' bilge for a boat that didn't have the strength o' character **to stop when you told it to!**

When he said that, he summed up in a brief sentence one of the big advantages of the high reversing speed of Joes Gears. It gives the man at the wheel a command of his boat in and out of docks, and a control on the high seas, that is as dependable as the 4-wheel brake on a motor car.

And, when you get this splendid feature along with a DIRECT FORWARD DRIVE that is obtained by carrying the load on clutches (one on the crank shaft and the other on the propeller stub) instead of meshed gear teeth . . . . well, you've bought something, that's all!

Know more about Joes Gears,

Send for Bulletin 25-A.

THE SNOW & PETRELLI MFG. CO.

Main Office and Plant

154B Brewery Street, New Haven, Conn.

SALES AND SERVICE

New York, N. Y., Sutter Brothers, 44 Third Ave., Service Station, Ft. E. 92nd St., Canarsie, Brooklyn, N. Y.
Boston, Mass., Gray-Aldrich Co., Inc., 6 Commercial Wharf.
Philadelphia, Pa., W. E. Gochenaur Mfg. Co., 631 Arch St.
Baltimore, Md., Unger & Mahon, Inc., Pratt & Gay Sts.
Norfolk, Va., Gas Engine & Boat Corp., Ft. First St.
Mobile, Ala., Marine Supply Co.
New Orleans, La., Arthur Duvic's Sons, 130 Chartres St.
Galveston, Texas, Galveston Marine Supply Co., 2007 Strand.
Wilmington, Calif., Fellows & Stewart, Inc.
San Francisco, Calif., Johnson, Joseph & G. M. Josselyn & Co., 56 Sacramento St.
Portland, Ore., Oregon Marine & Fisheries Supply Co., 105 First St.
Seattle, Wash., Pacific Marine Engine Co., 906 Western Ave.
Chicago, Ill., W. L. Masters & Co., 800 N. Clark St.
St. Louis, Mo., William Grossman Boat & Motor Co., 1630 Pine St.
Detroit, Mich., Henry H. Smith & Co., 334 Jefferson Ave., E.
Grand Rapids, Mich., Michigan Wheel Co., 449 Market Ave., West.
Cleveland, Ohio, William F. Meier, 1220 Warren Road, Lakewood.
Clayton, N. Y., St. Lawrence River Motor & Machine Co.
Rochester, N. Y., Volney E. Lacy, Charlotte Station.
Vancouver, B. C., Canada, Hoffar Marine Construction Co., 1969 Georgia St., W.
Toronto, Canada, A. R. Williams Machinery Co., 66 Front St., West.
N. B., Canada, T. McAvity & Sons Ltd., 67 Water St., St. John.
Newfoundland, Canada, John Barron & Son, 241 Water St., St. John's.
Canada, Canadian Fairbanks Morse Co., All Branches.
Argentina, S. A., Jose Banham & Sons, Peru 362, Buenos Aires.
England, J. King & Co., 10 Church Row, Limehouse E., London.
Holland, Fred J. Kemper, Rotterdam.
Australasia, Melchoir, Armstrong, Dessau Co., 116 Broad St., New York, N. Y.
Australia, Acme Cycle Co., 355 Lonsdale St., Melbourne.

JOES -FAMOUS REVERSE- REVERSE 80%-88% OF MOTOR SPEED GEARS

Advertising Index will be found on page 192

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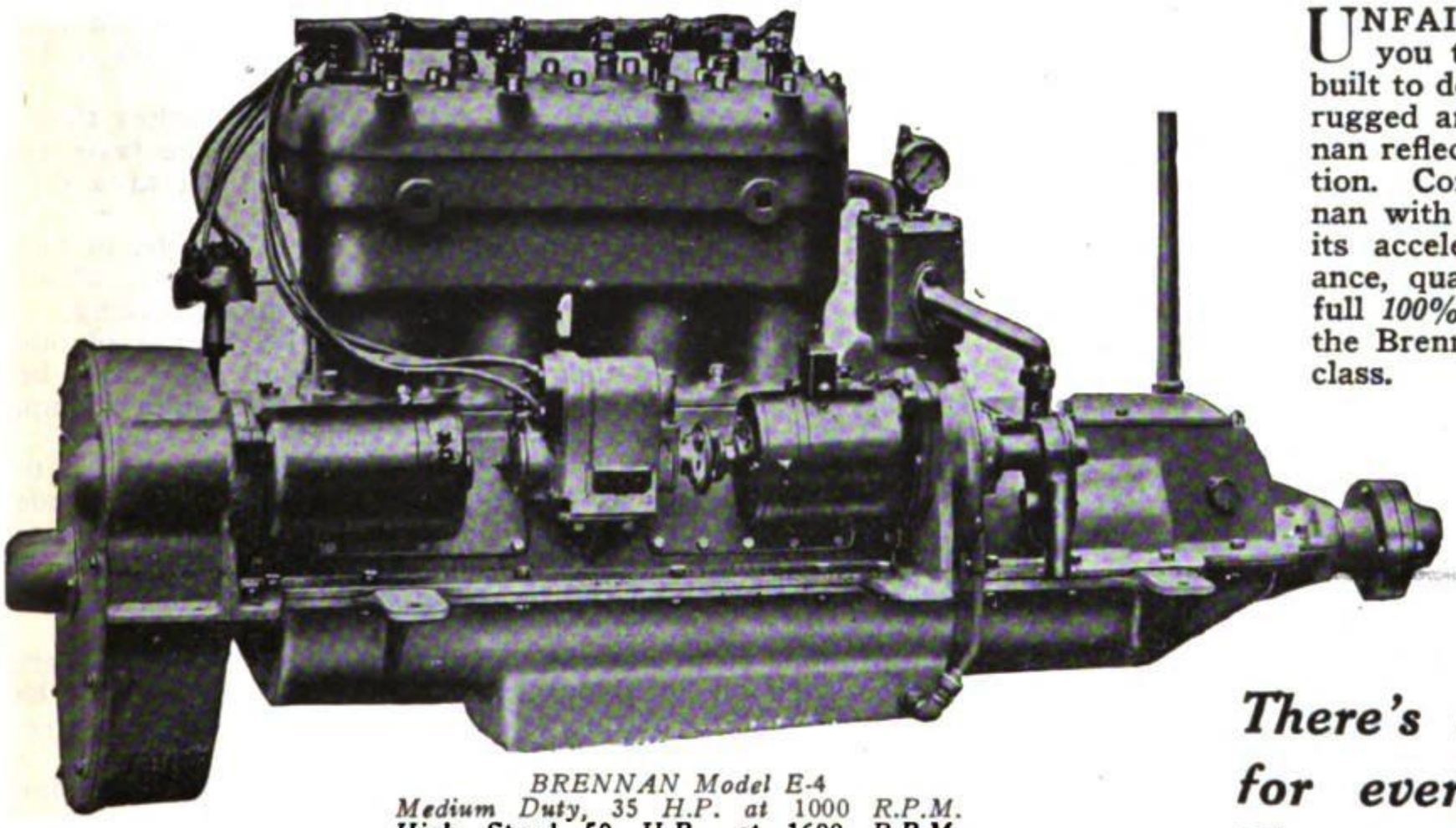
BRENNAN STANDARD MARINE MOTORS

Give Value Far Above the Price



BRENNAN Model E-4
Medium Duty, 35 H.P. at 1000 R.P.M.
High Speed 50 H.P., at 1600 R.P.M.
Bore 4½". Stroke 5".
Furnished complete, no extras

UNFAILING performance will prove to you that the Brennan is designed and built to deliver unqualified satisfaction. The rugged and clean-cut exterior of the Brennan reflects the dependable inside construction. Contrast the performance of a Brennan with any other marine engine. Check its acceleration, power, flexibility, endurance, quality, and, last, but not least, the full *100% reverse* speed, and you will find the Brennan gives value far above its price class.

There's a BRENNAN for every Size and Type of Boat. For Pleasure, Fishing and Commercial Service

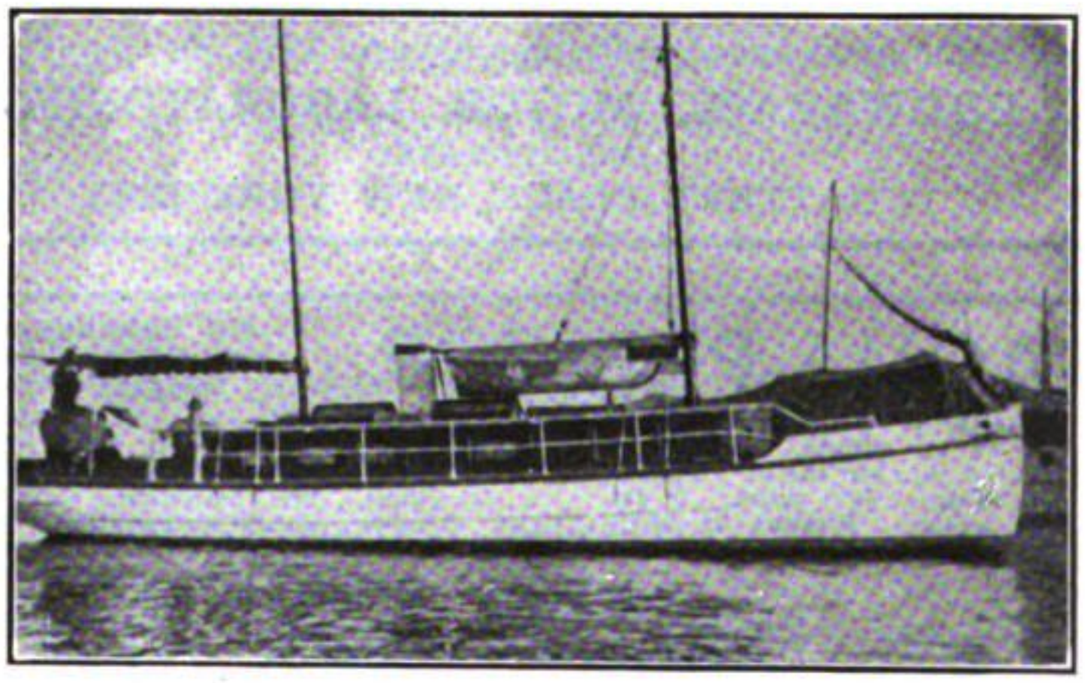
The Brennan model E-4, although introduced to the boating public hardly a year ago, has become extremely popular everywhere. It is a fully enclosed power plant, embodying the latest engineering refinements, including an oil cooler and filter, high pressure lubrication, a full 100% reverse, and is designed for double ignition.

SIX CYLINDER MODELS

D-6—Bore...4½"	Stroke...5"	50- 75 H.P.
60—Bore...4"	Stroke...5½"	60 H.P.
100—Bore...4⅜"	Stroke...5½"	65-100 H.P.
Gold Cup—Bore...4½"	Stroke...6½"	

Brennan Standard Motors are adaptable for every type of boat, from 18 to 75 feet in length.

Write today for latest catalog and prices.



Columbia—46' long, 12' beam, powered with two model E-4 motors. Owned by H. E. Houston of Los Angeles, California.

BRENNAN MOTOR MANUFACTURING COMPANY
500 E. Water Street **Syracuse, New York**

Write BRENNAN Before You Buy

Copyrighted material

Marine Electric Closet
Flushes Like a House Closet

EFFECTIVE ELECTRIC SIMPLE

MODERN SILENT

COMPACT RELIABLE SANITARY

THIS electric closet is designed primarily for marine service. It is absolutely reliable and so simple that a child can operate it without previous instruction. The bowl is of heavy vitreous china with platform in rear, cast integral for supporting the flushing mechanism, enclosed in a neat case, finished in white enamel. No cruiser should be without this handsome fixture. Operates on 32 and 110 volts. Nickel plated trimmings.

Manufactured by

U. G. LEE & CO., 3100 N. Western Ave., Chicago, Ill.

SAFTIBOAT
(DUMOND GALVIN PATENTS)

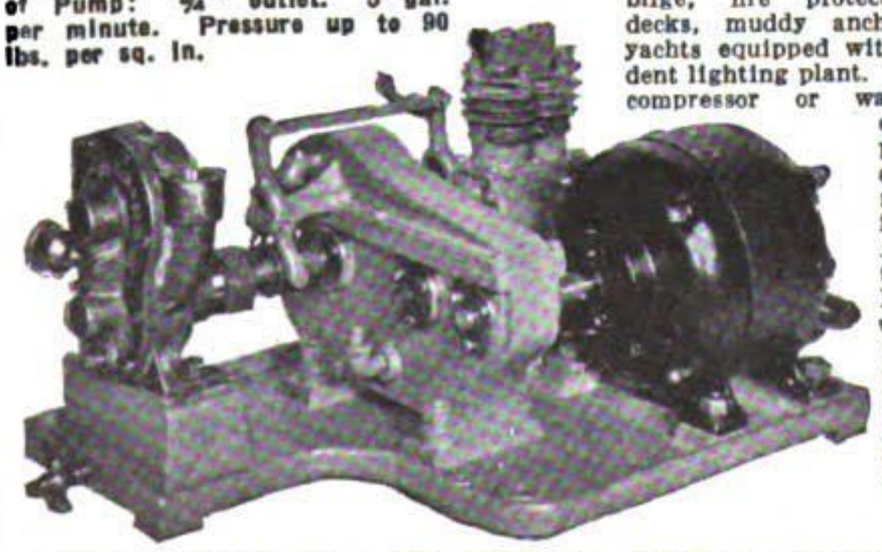
SAFTIBOAT is the most universally used high speed water transportation in the world.
You will see SAFTIBOATS used for sport in the United States, Europe and Asia—for passengers, freight and exploration in South and Central America, Africa, China—all over the world.
The experience of all of these users, embodied in every SAFTIBOAT and every new SAFTIBOAT design is insurance against disappointment.
SAFTIBOAT is the world's greatest sport and America's most promising transportation.
Some good agency territory open in U. S. A.

BROWNBACK MOTOR LABORATORIES
INCORPORATED
17 BATTERY PLACE, NEW YORK CITY

AQUA-PRESSOR
AIR COMPRESSOR AND HIGH DUTY WATER PUMP

Capacity of Air Compressor 1.8 cu. ft. per minute. Pressure up to 125 lbs. per sq. in. Capacity of Pump: ¾" outlet. 5 gal. per minute. Pressure up to 90 lbs. per sq. in.

COMPRESSED air for whistle, water and fuel supply, and a high duty self priming water pump for bilge, fire protection, washing decks, muddy anchors, etc., for yachts equipped with an independent lighting plant. Either the air compressor or water may be operated independently. 32 or 110 volt motor developing ¼ H. P. Also manufacturers of the HI-DUTY water pump for use on fast turning engines. Six sizes and types, ⅜" to ¾".



Write for full details

BOWLER, HOLMES & HECKER CO., 259 Greenwich St., New York

Slicque, a Handy Runabout

(*Continued from page* 39)

one piece, model 1¾ inches and sided 4 inches. Siding tapered at stem to 1½ inch. Keel to be rabbeted to take garboard as shown.

Stem: To be a natural crook hackmatack knee in one piece, sided 1½ inches and molded as shown, Scarph between keel and stem to be laid in white lead and to have a stop water put in. If a hackmatack knee should be unavailable, the stem may be built up of two pieces of white oak, scarphed together as shown on the construction plan.

Transom: .To be built up of two pieces of mahogany, ½ inch thick. To have oak cheek pieces ¾ inch on the forward face to take the plank and deck landings. At center to have an oak piece ¾ by 4 inches running from bottom cheek to form backing for transom knees, which are to be hackmatack sided ¾ inch and molded as shown. Knees to set on each side of keel and vertical stiffener as shown.

Frames: To be of white oak, ⅝ inch thick located as shown, in two pieces. Side frames to be molded 2½ inches at head and 3 inches at chine. Bottom frames to be molded 3 inches. Half frames to be located as shown on plans in way of engine.

Floors: All floors to be of white oak, located on every frame. Floors in way of engine to be sided 1¼ inches, other floors added ⅞ inches. To be molded as shown. Engine floors to be cut out as required for clearance of engine. Floors to be screw fastened to frames. Limber holes to be cut in all frames and floors.

Engine Stringers: To be of yellow pine 1½ inches thick, running from transom to station No. 4 and to be fastened to floors with ¼ inch bronze rivets. To be set at a distance from center line to suit engine installed.

Chine: A chine piece to be carried on each side, in one length from stem to stern. To be of yellow pine, about 1¾ by 1¾ inches beveled and rabbeted to take planking.

Clamp: To be of yellow pine, ¾ by 1¾ inches in one length as shown. In the way of the cockpit there will be an inner clamp of the same scantlings as the outer clamp, notched into the frames, and set to receive the coaming.

Planking: To be of Cedar, to finish 7/16 inches thick, to be in as long lengths as possible. Butts, if any, to be made on oak blocks, ¾ inch thick. There are to be four strakes of planking between the chine and the deck and five strakes between the chine and the keel. There are not to be more than two butts in any strake.

Continuous seam battens, of spruce, ⅝ by 1½ inches, are to be carried on each longitudinal seam as shown. To be screw fastened to planking. All fastenings to be countersunk and payed with white lead putty. All seams to be set in thick paint when set in place, lightly caulked and payed. Hood ends of planking to be fastened with brass screws. Planking to be planed and sandpapered smooth before finishing.

Decking: To be of mahogany, single thickness, when finished to be ⅜ inch thick, in strakes about 5 inches wide. Plankshеer to be the same thickness as the rest of the decking and about 3½ inches wide. Seam battens are to be notched into the deck beams and carried along each seam, to be of spruce, ½ by 1½ inches. Screw fastened to decking.

Deck Beams: Regular beams to be of spruce, sided ⅝ inches and molded 2 inches, sawn to crown as given. Heavy oak beams at openings as shown, 1¼ inch thick oak blocks to be fitted between beams in way of all deck fittings.

Moulding: A half oval mahogany moulding, 1¼ by ½ inch to be run fore and aft at the side of the boat at top of plankshеer as shown.

Cockpit: To be arranged as shown. Coaming of mahogany, ½ inch thick, about 9 inches wide. Backs of seats to be of mahogany, ½ inch thick. Seats to be of ½ inch slatted mahogany as shown. Floor of cockpit to be ½ by 3 inches white pine laid athwartships with ⅜ inch clearance between planks. To be fastened with brass screws. Floor in helmsman's compartment to be carried up at a slant as shown, to be made removable so as to get at reverse gear. Bulkhead at forward end of cockpit to be of ½ inch T & G mahogany, braced with vertical stiffeners of oak on each side of forward face as shown. Sheathing at sides of cockpit to be of mahogany 5/16 inch thick, set with a ⅜ inch space between planks.

Deck Fittings: Boat to be fitted with polished brass deck fittings such as indicated on plans.

Steering Gear: An automobile type of steering wheel having a 16 inch diameter wheel fitted with spark and throttle controls is to be fitted as shown at the forward end of the cockpit. Lower end of shaft to have drum for tiller rope. Steering cable to lead across bulkhead and aft back

(*Continued on page* 162)

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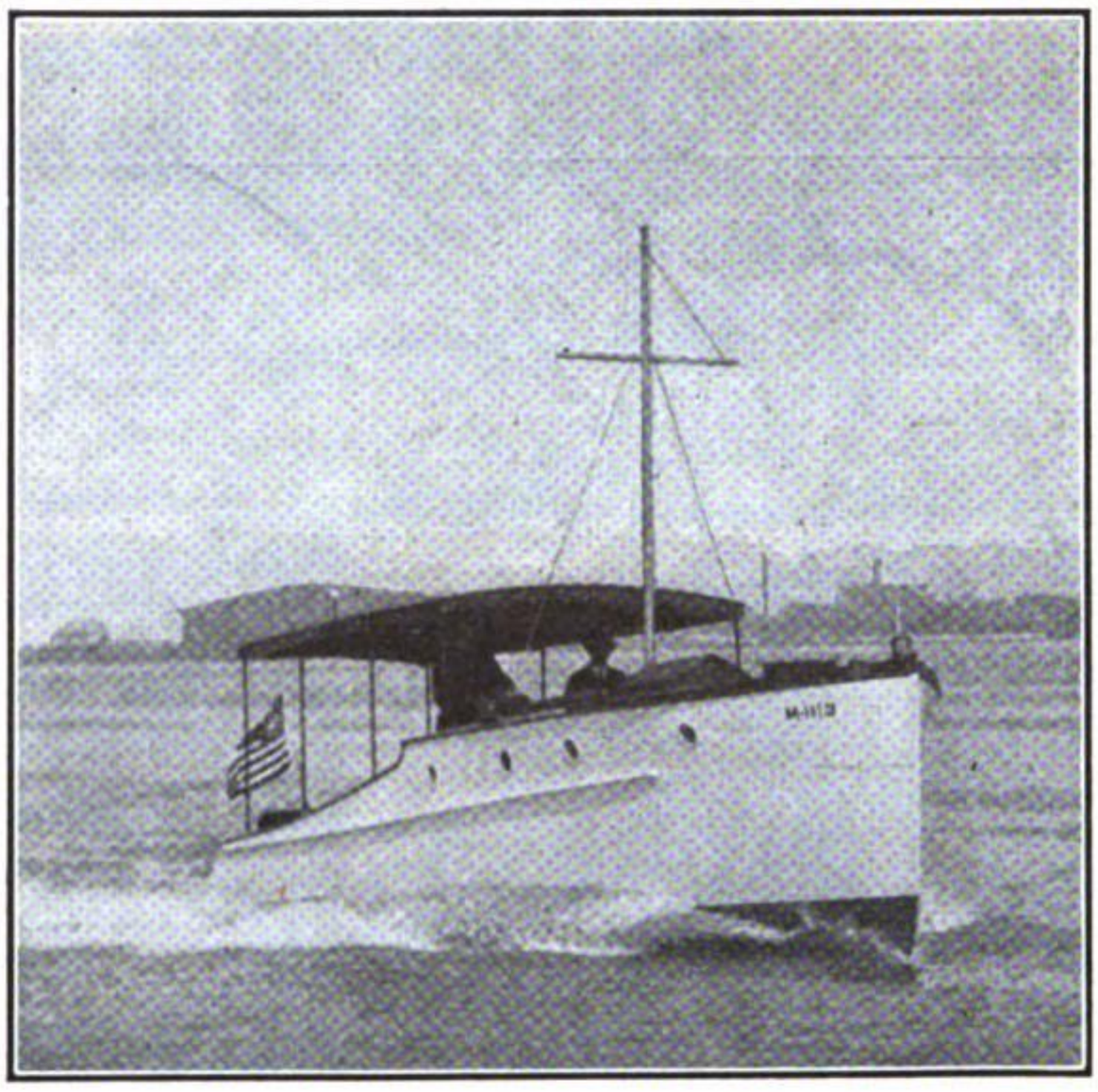

This is the New 33-Foot Cruiser That Gives You 15 Miles an Hour

In producing this new design it has been our purpose to meet a growing demand for a fast, compact, easily handled cruiser that offered the same advantages in comforts that a much larger boat would. It is completely equipped with every desirable galley feature. There are four roomy berths and ample locker space for bed linens, blankets, pillows and clothing. Additional sleeping accommodations are afforded by lowering the side curtains of the cockpit and making use of the large sized seats specially upholstered for this purpose.

You and your family or friends can obtain the most delightful of vacations cruising the waters of the Atlantic Coast or the Great Lakes at a cost much lower than you would anticipate.

The Kermath 65 horse power six cylinder motor provides a power plant of unusual smoothness, a speed of fifteen miles per hour, and a highly economical running cost is assured with this very practical time-tried engine.

MARINE CONSTRUCTION COMPANY

WILMINGTON DELAWARE

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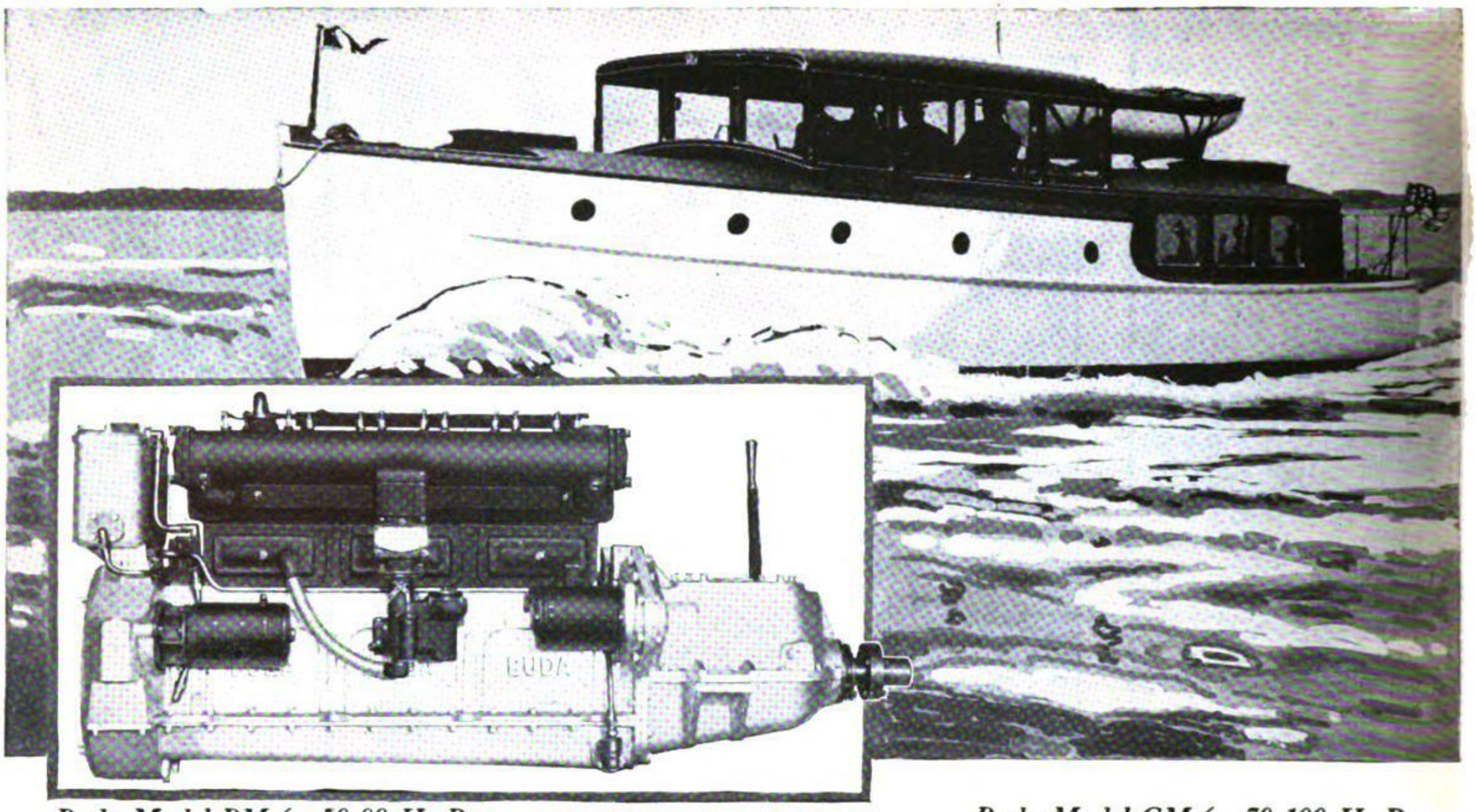

Buda Model BM-6—50-80 H. P.

Six cylinders, bore 4, stroke 5⅛ inches. Displacement 386.4 cubic inches. Speed 1,000-1,800 R. P. M. Price, complete with starting and lighting, $1,350 f.o.b. Harvey, Illinois.

Buda Model GM-6—70-100 H. P.

Six cylinders, bore 4½, stroke 6 inches. Displacement 572.5 cubic inches. Speed 1,000-1,600 R. P. M. Price, complete with starting and lighting, $1,850 f.o.b. Harvey, Illinois.

Cruise in Comfort and Security

For cruisers and runabouts of almost any type, Buda high duty marine engines deliver the same rugged and reliable power so long identified with Buda-equipped trucks, passenger coaches and gasoline-powered railroad cars.

The unusually simple and accessible design, with low center of gravity, favors a smooth and steady engine bed, and insures utmost convenience in making adjustments and repairs. Through a nation-wide system of service stations, parts are obtainable without delay.

Buda marine engines deliver their maximum power at the accepted propeller speeds of cruising yachts and runabouts. Will maneuver without stalling and by unfailing performance will increase your sense of security.

Also provide the most economical power obtainable for work boats of almost any size. Booklet mailed on request.

THE BUDA COMPANY, HARVEY CHICAGO SUBURB ILLINOIS

ESTABLISHED 1881

BUDA
The
ENGINE

Advertising Index will be found on page 192

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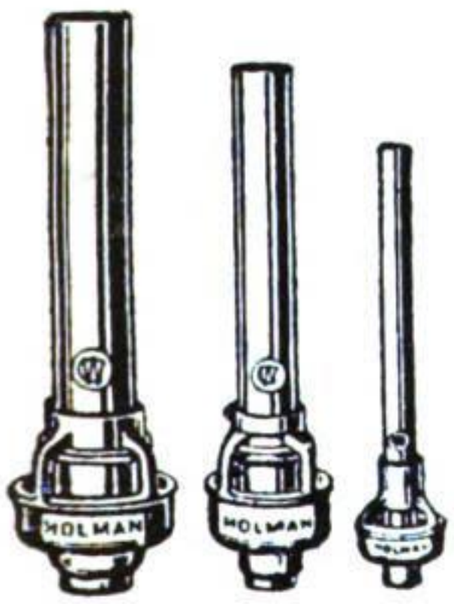
Match Fine Appointments with Wilcox Quality Hardware

A book every Boat Owner needs. 50c prepaid

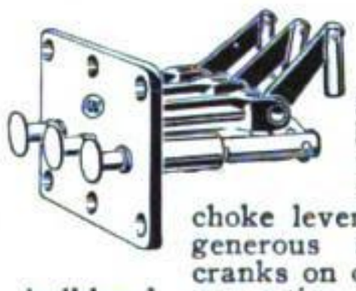
After we have admired the fine lines of a beautiful craft what a pleasure it is to see the handsome appointments of the interior set off with high grade fittings. Polished brass or bronze to delight the eye, heavily galvanized hardware to weather the life of the boat. On the best boats everywhere we find the fittings distingushed with the Wilcox, Crittenden (W. C.) trade mark. There are 1001 dependable products in the Wilcox line for every type of craft. Buy them at your dealers or write us.

WILCOX, CRITTENDEN & CO. INC.
(Established 1847)
4 South Main St., Middletown, Conn., U. S. A.

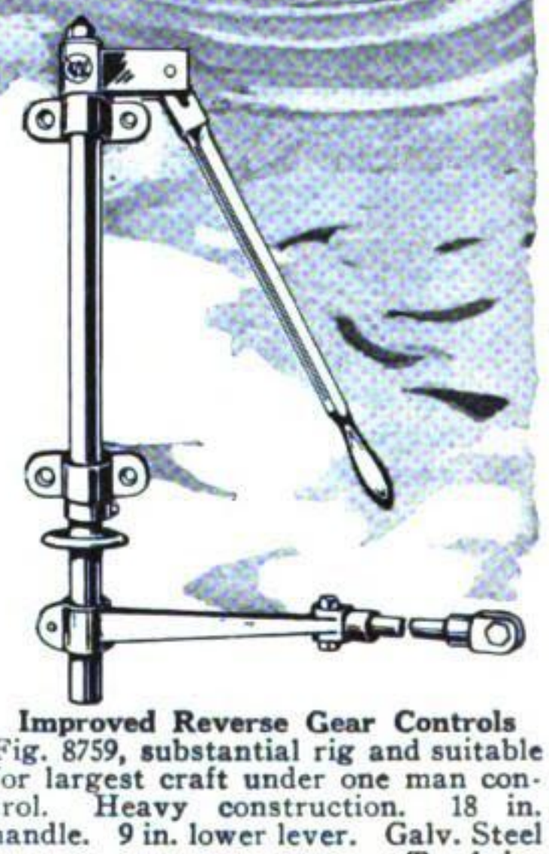


"Holman" Air Whistle
Clear toned, far sounding, with unvarying tone. Operates economically on 4 lbs. air. Single tone. Adjustable to any air pressure instantly. Simple construction. Absolutely dependable. Three sizes.

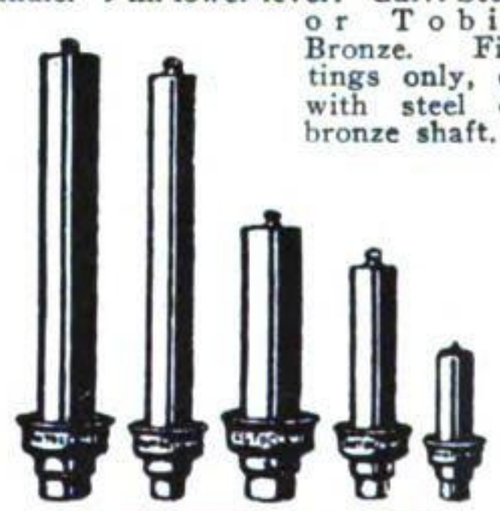
Wilcox Liquid Compass Fig. 855
Mounted in finely finished mahogany box. Cover fastened with polished brass hooks. Dial marked with degree circle and usual points. Also furnished without degrees.



S. & T. Control No. 5, Bulkhead type, spark, throttle and choke levers. Buttons of generous size operate cranks on opposite side of bulkhead connecting with vertical rods. Plate highly polished brass 5½ x 3⅜ inches.



Improved Reverse Gear Controls
Fig. 8759, substantial rig and suitable for largest craft under one man control. Heavy construction. 18 in. handle. 9 in. lower lever. Galv. Steel or Tobin Bronze. Fittings only, or with steel or bronze shaft.



Wilcox Autochime Whistle
Sweet toned, powerful whistle tuned to 1st, 3rd, 5th, notes in harmonic scale. Operates easily at low pressure on air or exhaust. Cups at base give deep blended tones and amplify sound. Five sizes, 1¼ x 5 in. to 2 x 15 in. Fig. 5381.

The Standard of the boat building trade for 78 years—

WILCOX
Marine Fittings

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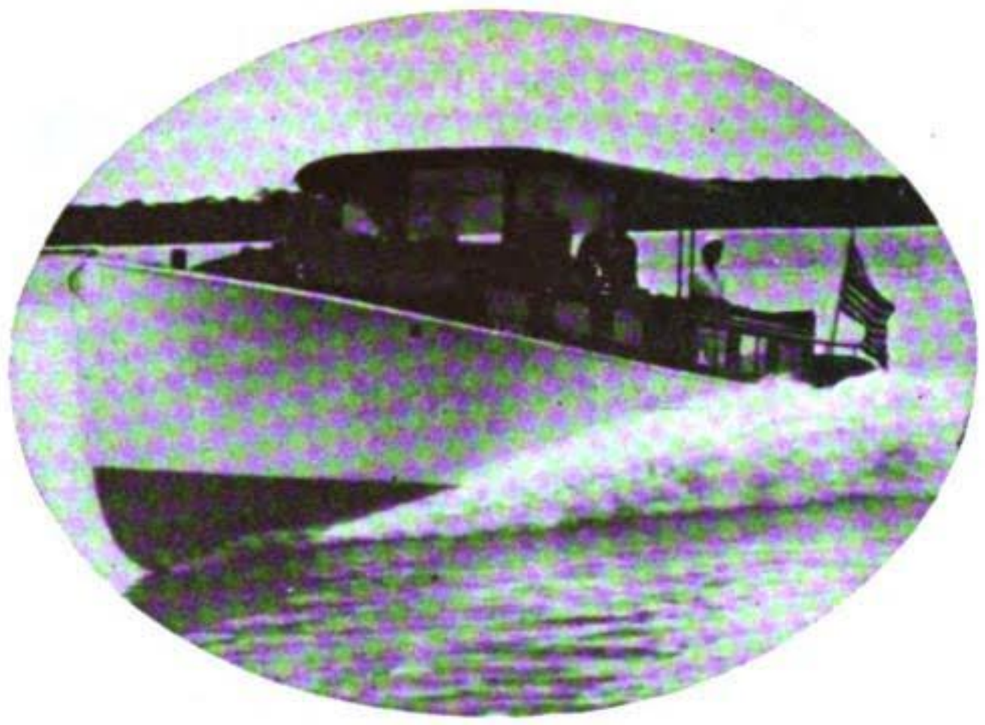

Cruising Soon?

Then you'll certainly want the new edition of "Where to Cruise," F. W. Horenburger's famous book of Motor Boatmen's Charts and Cruising Data, which is just off the press.

You may have this

Book on Cruising Containing 56 Charts as a Gift!

THE book contains 56 priceless new detail charts showing the most suitable courses from all principal ports and harbors, and giving magnetic courses and bearings, distances in statute miles, all principal lights, buoys, etc.

Valuable Cruising Data

"Where to Cruise" gives other important cruising data, too, such as where to purchase the various government charts and publications, notes on how to use charts, characteristics of lights and other major aids to navigation, information as to fuel and supply stations, etc.

Interesting Cruises

A number of fascinating routes for you and your boat to follow are suggested in this useful book, and eight delightful cruises are interestingly described and fully outlined.

SPECIAL APRIL OFFER

"WHERE TO CRUISE" (Vol. 6, MoToR BoatinG Ideal Series), sells regularly for a good round price, which we are willing to forget if you wish to take advantage of this special offer of MoToR BoatinG for one year, plus "Where to Cruise," for $3.50. You would pay $3.50 for a year's single copies of MoToR BoatinG anyway. So the 56 charts are costing you nothing at all.

MAIL THE COUPON TODAY

MoToR BoatinG, Dept. 626,
119 West 40th Street, New York, N. Y.

Gentlemen: I desire to take advantage of the Special Offer of one year's subscription to MoToR BoatinG and "Where to Cruise" for only $3.50. Enclosed find $3.50 (or I will remit $3.50 on receipt of your bill).

Name .....

Address .....

City .....State .....

Postage outside the U. S. and Canada, $1.00 extra a year.
Regular subscription price $3.00 a year.

Slicque, a Handy Runabout

(*Continued from page* 158)

of coaming then across to tiller on rudder stock. Sheaves of 3 inch diameter to be used where necessary.

Rudder: Rudder to be built up with a ¼ inch hard brass plate, riveted to a 1 inch diameter bronze rudder stock. Rudder stock to be carried in a 1 inch pipe size brass pipe having a pipe cap fitted at its upper end to form a stuffing box. Rudder port to be threaded into keel. Tiller to be of the standard type, about 12 inches long, to be properly secured to rudder stock.

Fuel Tank: To be rectangular in shape, about 10 by 13 by 36 inches long. To be located under forward seat as shown on plans. To be made of copper. To be properly stayed. To have a 1½ inch filling pipe set in flush in seat. Gasoline feed to carburetor to be had by an Auto Impulse device, the gravity supply tank to be installed on the fore face of the bulkhead and as high as possible.

All the gasoline piping is to be of seamless copper tubing. Shut off valves are to be fitted at the tank outlet and in the lead from the gravity tank to the carbureter.

Engine: The power plant shown on the drawings is a 15 h.p. Niagara Special or Model Z, Gray, which is about 25 horse power. Any engine rating about this horse power will be suitable. The engine must be carefully lined up with the shaft and great care must be taken with the installation. The exhaust is to be carried out the transom running under the cockpit floor and to be cooled by having the circulating water from the engine running into it. This is to be regulated with a valve.

Engine is to be set on angles bolted to engine stringers, to be located as per lugs or bolt holes on engine. Angles to be about 1½ by 3 inch legs.

Shaft, Wheel, Etc.; Shaft to be of bronze 1 inch diameter, in one piece. Bronze stuffing box to be stock type securely fastened to oak shaft log as shown. The strut is to be of the single arm type bearing to be babbitted and of the shape as shown on plans. To be bolted to keel with ⅜ inch diameter bolts. Arm of strut to be 3¼ inches thick at top and ½ inch thick at hub, 4½ inches long at top and 4 inches long at hub. Boss to be kept as small as possible in diameter. A three bladed wheel to be fitted to shaft, to be of diameter and pitch best suitable for engine installed.

Huck Says—Jacksonville Lands on the Racing Map

(*Continued from page* 146)

boat to a swimming dish, crashes across the line and starts off for the South pole. They of course wasn't in the race at all, but just before they all goes ashore at Ortega, we takes pity on them and bangs the gun and they all come back, and that was that.

The Twenty Mile Class race only brings out four boats, was won by John L. Doggett in Mulflor with Francis L'Engle's Johnson outboard in second place, and H. E. Mott in the Arleigh, third. Race No. 9 for all boats that did not exceed 32 h.p.h. in the Elimination Race, brought out eight evenly matched boats, mostly stock runabouts, but including several locally built hulls that gave good accounts of themselves. The winner was Leon Cheek at 32.4 m.p.h. for the six miles, James R. Stockton second with his Lady Lou and Buck and Buck, third with their Lake Shore, there being but twenty seconds between the first and third boats.

The Biscayne Bay-Bies then put on an exhibition race that brought the crowd to their feet. The last event of the day, the Championship of the St. Johns was run ten minutes ahead of schedule by consent of all entrants. This was a free-for-all Race, ten miles, five laps, with ten boats running neck and neck. Commodore Turck was making a strong bid for first place until a broken wire put him out on the last lap, and Charlie Griner once more romped home first at a speed of 38.3 miles per hour in his Dixie Lass, James R. Stockton, second, in Lady Lou at 32.7 m.p.h. and Lake Shore Buck and Buck, third at 30.0 m.p.h.

In the evening they has a big celebration at the San Jose Hotel, Mayor Alsop turned on his usual flow of eloquence and enthusiasm and presented the cups, and the only thing that goes wrong is that I runs out of gas on the way home, two miles from a filling station, and you well knows, Chap, that I very seldom runs out of gas.

A Correction

In the advertisement of the American Machine & Foundry Company in April MoToR BoatinG, featuring Shadow K, the high powered Diesel yacht, owned by Carl Fisher, an error was made in mentioning the propulsive equipment of this boat. It is well known that the boat is powered with Winton Diesel engines of 500 h.p. each.

Advertising Index will be found on page 192

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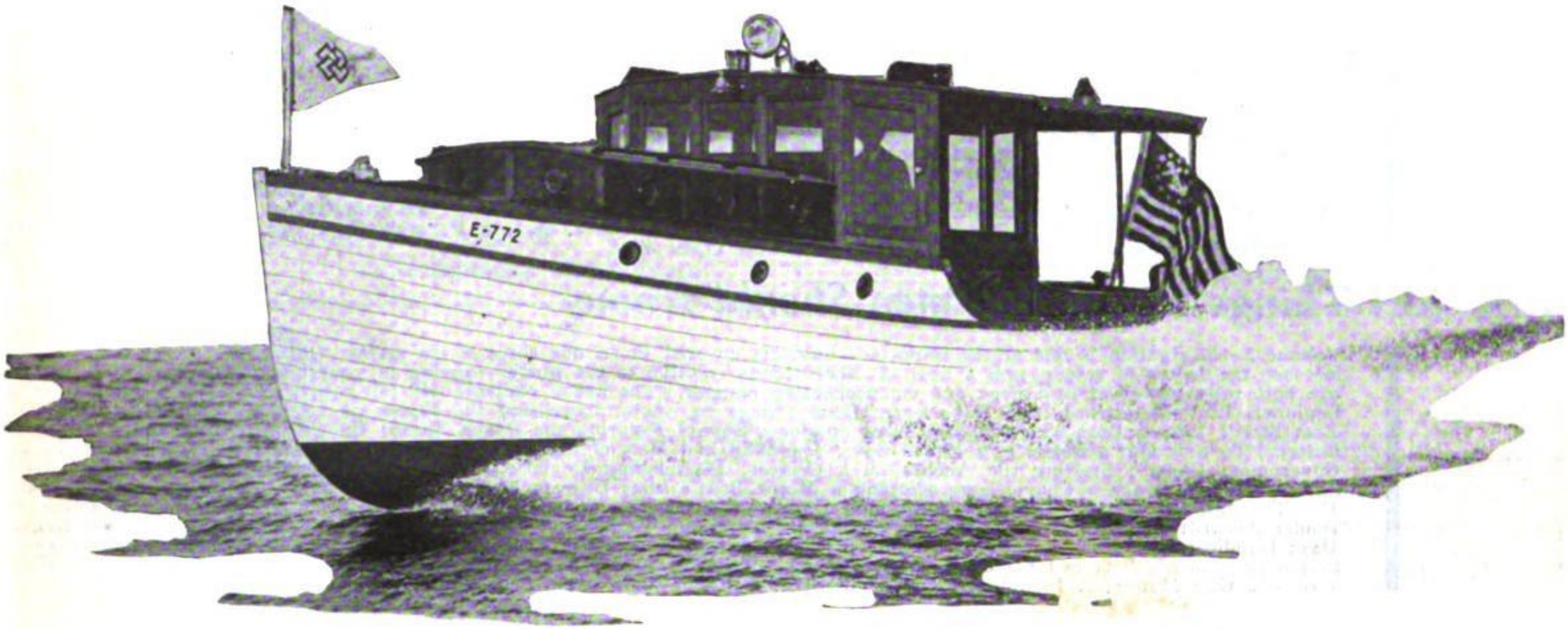
For Off Shore Fishing and Pleasure Trips

You Would Not Want A Better Boat



The Red Bank Thirty Foot Cruiser

DESIGNED particularly for deep sea fishing and off shore cruising, the Red Bank Thirty-Foot Cruiser gives you all the good features in construction, design and accommodations essential in a boat for this service. The hull is of lap strake sea skiff construction; white cedar planking, copper fastened; oak frames and mahogany trim. The cabin has 6′ 2″ headroom. It is spacious and pleasingly arranged with all conveniences. The large cockpit is protected by a substantial canopy and neatly constructed windshield, giving full protection to the helmsman. If you want a boat you can depend upon in rough water, one that gives you the seaworthy qualities of a yacht and handles with the ease of a runabout, investigate the Red Bank Thirty-Footer.

Let us send you without obligation the full details and price of this boat or an estimate for building that boat of special design which you are interested in.

RED BANK YACHT WORKS

Pierre A. Proal, President

RED BANK — Telephone: Red Bank 840 — NEW JERSEY

FLORIDA AGENT: J. A. COOK, SARASOTA, FLORIDA

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MOTOR BOATING PRACTICAL HAND-BOOKS

Every motor boatman has long felt the need for a really complete and comprehensive library devoted to his favorite pastime—motor boating. One of the obstacles to the accomplishment of this important work was the difficulty in finding any one writer who could cover the field in its entirety. In presenting the new series of practical handbooks, MoToR BoatinG believes that the problem has been solved at last. These books are edited by Charles F. Chapman, M. E., the editor of MoToR BoatinG, and they are the results of months of untiring effort on his part, together with the best of thousands of suggestions sent to him by motor boatmen themselves. The list of the contents given below will give you some idea of the vast amount of ground covered by these volumes.

Practical Motor Boats and Their Equipment

Volume 1.—The first volume tells you what the ideal boat for various kinds of service should be and what to look for in buying a boat. Many suggestions about decoration and hints on all kinds of equipment. All about steering gears, wireless outfits, electrical attachments, etc. Glance over the list of contents appended herewith: Hulls, Ballast and Seaworthiness; Round Bottom vs. Sharp Bilge; What Are the Advantages of Flare; Raised Deck vs. Trunk Cabin; Best Proportion of Beam to Length; Selecting a New Design; The Advantage of Bilge Keels; Open or Solid Deadwood? What Makes a Hull Seaworthy? The $1,000 Cruiser; Buying a Second-Hand Boat; Types of Bows and Sterns; Exterior Arrangement of Cruisers; The Best Cabin Arrangement; Finishing Up the Cabin; Changes in Interior Arrangement; Interior Arrangement for Open Boat; Propeller-Rudder Arrangements; Best Position for the Rudder; Advantages of the Outboard Rudder; Different Steering Positions; Steering Equipments for Motor Boats; Steering Gear for the Cruiser; The Steering Gear for a Runabout; Steering the Boat from the Side; The Electrical Equipment; Making and Wiring a Switchboard; Electric Lighting on a Motor Boat; The Inexpensive Lighting Outfit; Wiring the Small Cruiser; The Storage Battery; The Dynamo Cut-Out; Wireless for a Small Cruiser; Tender for a Thirty-foot Cruiser; Building a Folding Dinghy; Installing the Boat Boom; What Is the Best Galley Arrangement; Ventilating the Galley; The Galley Stove and Its Installation; Making a Fireless Cooker; a Portable Cook Box; Running Water for the Cruiser; How to Build a Portable Table; A Table for the Open Boat.

Practical Things Motor Boatmen Should Know

Volume 3.—Navigation is one of the important subjects covered in volume three of the series. Tells you how to steer, how to increase the factor of safety, and a host of other things relative to the proper running of your boat. The chart and compass are both fully explained in a clear and comprehensive manner. The list of contents will tell you more about it: Advice for the Beginner, Lessons Learned from Experience; Good Things to Know; Increasing the Factor of Safety; Which Way Should the Boat Steer? Why a Boat Steers Badly; Why Do Boats Squat? Figuring the Boat's Speed; Ballasting the Cruiser; Getting Off Bottom; To Ride Out a Storm in a Motor Boat; The Why and How of Storm Oil; Preventing Fire; Handling Ground Tackle; Government Charts; Stowing the Anchor on a Cruiser; Diminishing Deviation; Preventing Electrolysis; Stowing and Using Charts; How to Make a Chart Case; Keeping a Motor Boat's Log; How to Make a Sextant; Tides and Tidal Waters; Taking Her Through the Canals; The Best All Round Dinghy; Towing the Tender; Handling the Dory in a Seaway; Getting the Tender Aboard; Planning for a Cruise; Equipping for a Cruise; Equipment for Offshore Cruising; Novel Events for Regatta Day; Handicapping; The Object of a Handicap Rule; Laying Off a Race Course; Measuring the Length of a Race Course; Preparing a Boat's Bottom for a Race; How to Build a Turning Buoy; Starting Boats in a Race; Stowing the Signal Flags; Fitting a Gun Mount; A Fish Box for Your Cruiser; A Cabin Wall Rack.

Practical Marine Motors

Volume 4.—All about the marine motor; what it should and should not be. Tells why the automobile engine is unsuccessful in marine work. The best location for your engine; the ideal engine bed, the fuel tank, exhaust and countless other suggestions that will enable you to get the best results from your power plant. List of contents: Purchasing a Marine Motor; How Many Cylinders? Power Per Cylinder; High Speed vs. Heavy Duty; Long Stroke vs. Short Stroke; Correct Motor Design; Changes in One's Power Plant; The Things That Cause Vibration; The Automobile Engine for a Boat; The Best Position for the Motor; The Ideal Engine Compartment; Placing the Engine in the Hull; Installing a Motor in a Canoe; Installing Power in a Yawl; Converting a "Banker" to Power Engine Installation in a Hydroplane; Putting Power in the Rowboat; Limits of Shaft Inclination; Constructing the Engine Bed; Getting the Motor Aboard; Lining Up the Propeller Shaft; The Best Exhaust; Mufflers vs. Under-Water Exhausts; Installing an Under-Water Exhaust; Primary Batteries for Ignition; Keeping the Ignition System Dry; Installing a High-Tension Magneto; From Make and Break to Jump Spark; Installing the Gasoline Tanks; Taking Care of Extra Gasoline; Spark and Throttle Controls; Constructing a Rear Starter; Propeller for Engine and Hull; Installing a Universal Joint; Gearing Motor to Propeller Shaft; The Automobile Throttle; Harnessing the Main Engine; Rebabbitting a Worn Bearing; Should Fuel Line Be Inside or Outside?

Practical Motor Operation and Maintenance

Volume 5.—One of the most valuable books of the entire set. Your motor's ills and how to cure them. This volume tells you how to adjust your carburetor, how to fit piston rings, how to remedy poor compression and a number of other things that will enable you to doctor your own motor. List of contents: Locating the Motor's Troubles; The Overheated Motor; Starting in Cold Weather; Overhauling a Marine Motor; How to Save Fuel; The Fuel Situation; Using Low Grade Fuel; How to Run on Kerosene; Supplying the Fuel to the Carburetor; Adjusting the Carburetor; Cleaning the Fuel Tanks; Cleaning the Gasoline Line; Stopping Up the Leak in the Tank; A Home-Made Gasoline Gauge; Carrying an Extra Supply of Oil; Mixing the Fuel and Lubricant; Remedying Leaky Compressions; Killing the Carbon Jinx; Tool and Spare Parts to Carry; Removing and Replacing Piston Rings; Repairing a Leaky Cylinder; Grinding a Motor's Valves; Setting the Valves; Timing the Ignition System; Cleaning the Water Jacket; Making and Fitting a Gasket; Patching Up a Bearing; Straightening the Sprung Shaft; Truing a Bent Propeller; Removing the Flywheel; Separating Couplings and Pipe Fittings; Changing the Shaft Hole Location; Utilizing the Exhaust; Disposing of the Bilge Water; Heating a Small Cruiser's Cabin; Operating the Outboard Motor; The Clean and Quiet Boat; Charging a Storage Battery; When the Motor Stops Unexpectedly; Making a Unit Power Plant.

Practical Suggestions for Handling, Fitting Out and Caring for the Boat

Volume 6.—This volume is an especially valuable one. You will find in it points covering the care of your boat that you never dreamed of before. Whether you are a beginner or a finished expert this book will give you a better knowledge of the handling of your craft than you can imagine. List of contents: Putting the Boat Into Commission; Fitting Out a Thirty-Footer; Suggestions for the Beginner; Refinishing Bright Work; Keeping the Wood Surface Bright; Putting the Boat Out of Commission; Laying Up an Unsheltered Boat; Hauling Out for the Winter; Covering the Boat for the Winter; Launching from a Wharf; Correcting Faults; Lengthening Out the Boat; Moorings and Buoys; Taking Steps to Safeguard the Anchor; What to Use in the Bilge; Preserving the Wood in Boats; Emergency Rigs for the Cruiser; Auxiliary Sails for the Cruiser; Providing an Emergency Rudder; Preparing for Southern Waters; Stopping the Troublesome Leak; Replacing a Broken Plank; Removing Broken Lag Screws; Raising the Boat's Stern; Clearing the Propeller; Protecting the Bow and Stern; Open Boat Sleeping Quarters; Ventilating the Cabin of Small Cruisers; Converting the Open Boat to a Cruiser; Making a Cover for the Open Boat; Preventing Electrolysis; Building a Club Float; A Floating Boathouse; Constructing a Landing Stage; Building the Marine; Keeping the Thief Out; A Place for Your Shore Clothes; Stowing for Life Preservers; The Winter's Alterations; What Changes Shall I Make; The Satisfactory Bilge Pump; The Pressure Water System; Making a Pelorus; Your Storm Curtains; Life-Saving Equipment; The Absent Owner's Anchor Light; Mounting the Reverse Gear.

Price $1.50 Per Volume, or $6.25 Set of Five Volumes of Over 1,000 Pages

Foreign Postage $1.00 extra, per set

The books measure 7 x 10 inches and are handsomely bound in cloth. Each volume is fully illustrated and printed in clear type on fine paper.

MoToR BoatinG **119 West 40th Street, New York**

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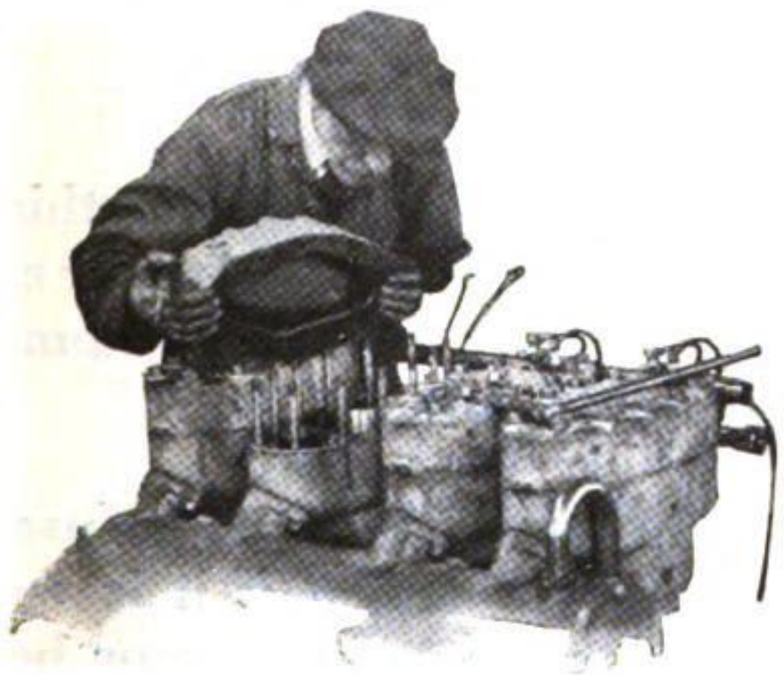
Advertising Index will be found on page 192

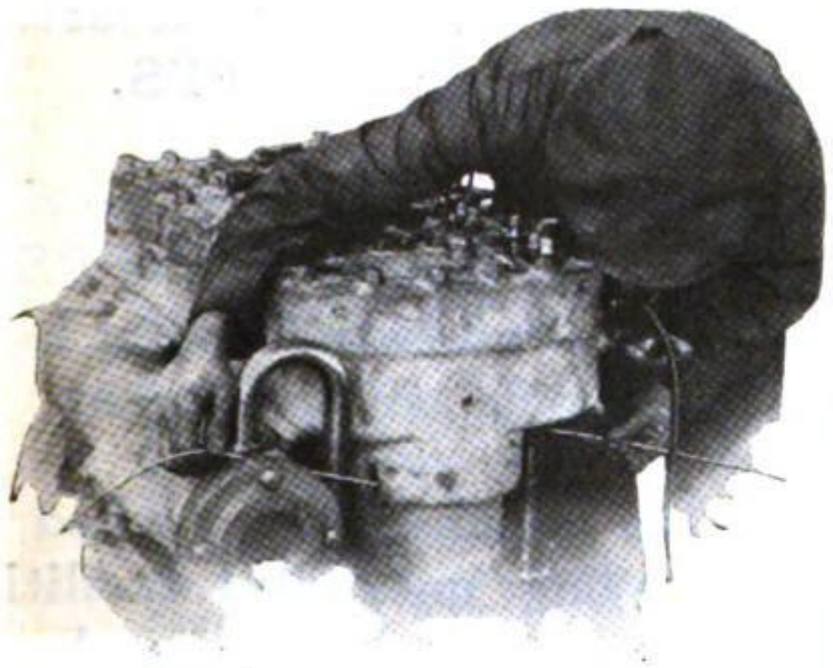
PALMER ACCESSIBILITY

Accessibility—The condition or quality of being reached with ease; of being easy of access; of admitting of approach.
—Dictionary definition.

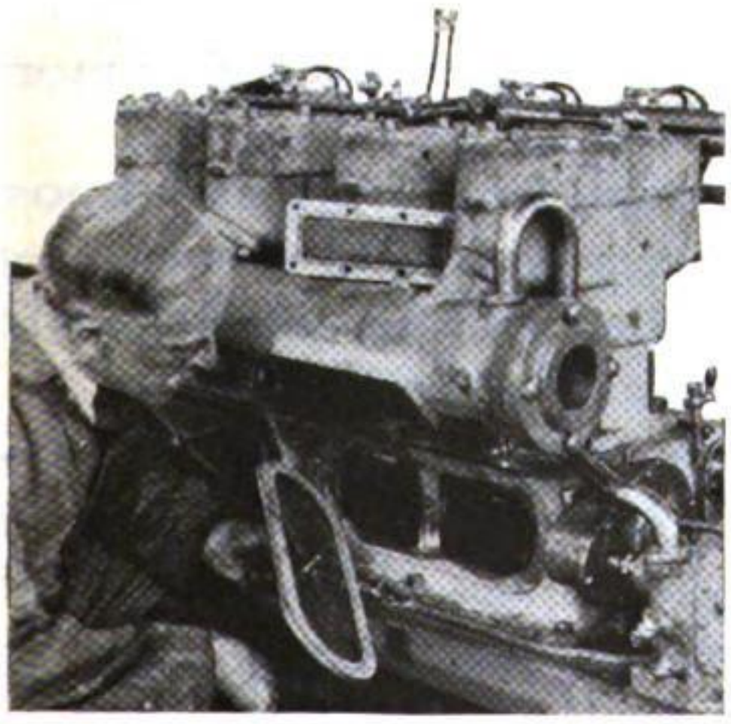
Accessibility—The condition of being "get-at-able" with ease; of admitting repairs without taking the engine out of your boat.
—Palmer definition.



Take the Z-R type of engine, for instance. Each cylinder head may be removed by snapping off the two Fahnestock clips on the spark plugs and taking off 12 nuts. The whole job may be done in less than five minutes.



Or sand or sludge in the water jacket on each cylinder may be thoroughly cleaned out and any possible obstruction removed by taking out two plugs, one on either side of the water jacket, and running a wire through from opening to opening.



Or you can get at the crankshaft bearings in a minute by removing a hand-hole cover held by one wing-nut; and you can clean out the exhaust manifold by removing a single cover plate. In brief, Palmer engines are accessible in every sense of the word. Send for free catalog.

PALMER BROS. ENGINES, INC., COS COB, CONN., U. S. A.

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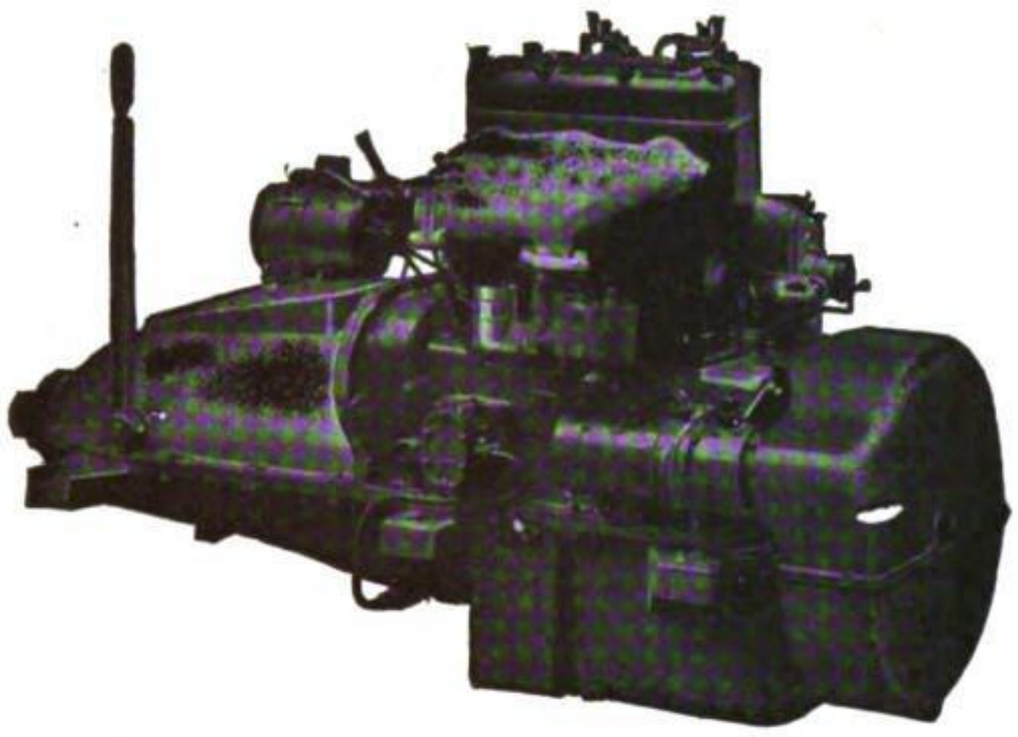
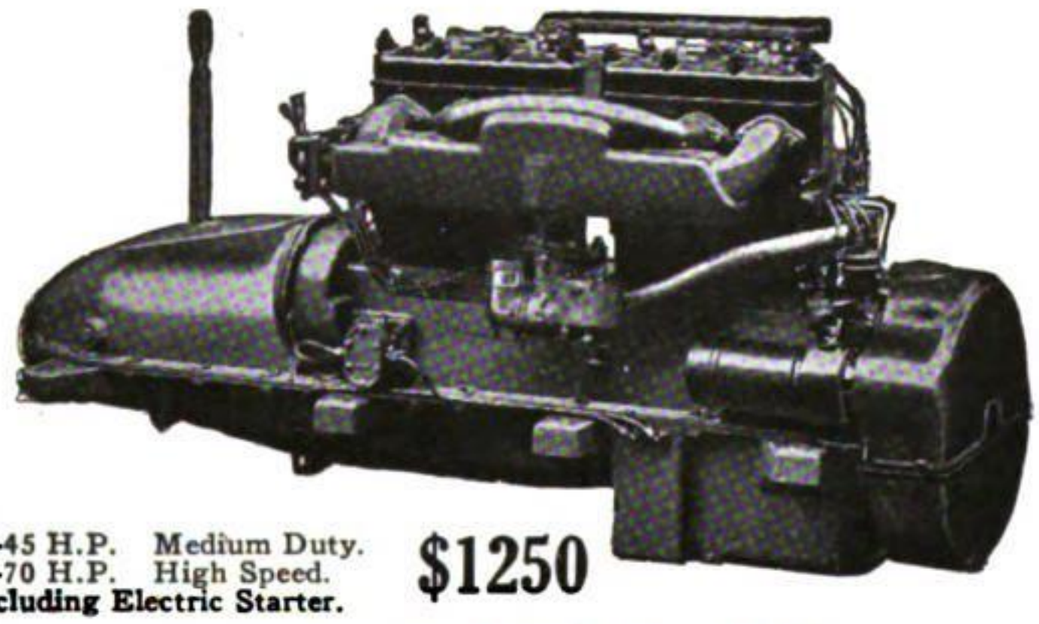


D-2 10-12 H.P. Medium Duty. 15-18 H.P. High Speed. Including Electric Starter. **$650**



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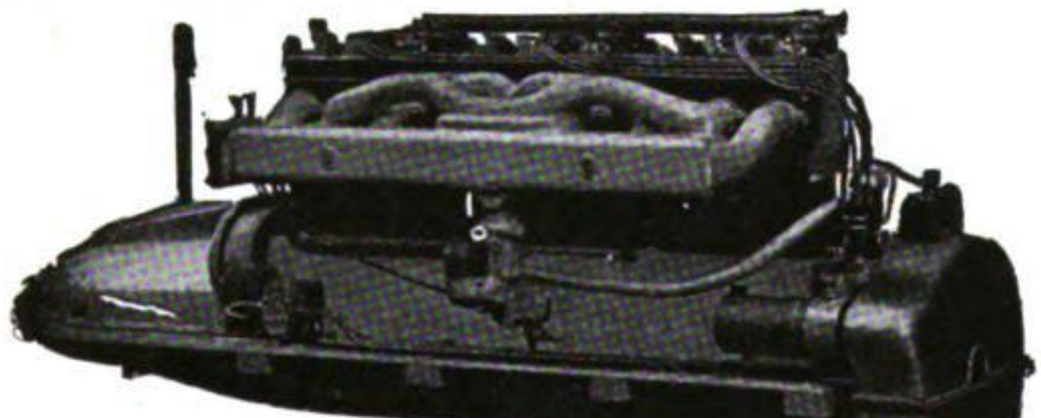
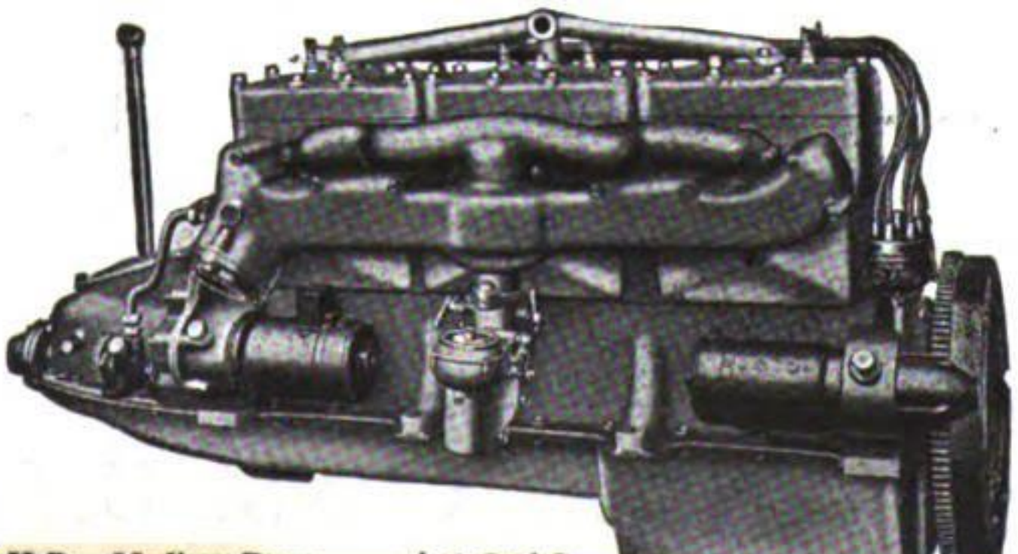


E-6 40-60 H.P. Medium Duty. 65-100 H.P. High Speed. Including Electric Starter. **$1750**

F-4 15-40 H.P. Medium Duty. 40-60 H.P. High Speed. Including Electric Starter. **$750**



F-2 [illegible] H.P. Medium Duty. **$1250**

SCRIPPS

"The Motor that Crossed the Atlantic"

A Real Service For Late Season Buyers

Here's good news for those who, thinking that wintry weather would never end, postponed ordering engine equipment until dangerously late.

There is still time. No need to fuss or fume over the old engine, if it is worn out or not the right type for your boat. You can get fitted out right, with lasting satisfaction, in a new SCRIPPS.

No delay—24 hour delivery service, in spite of the fact that the SCRIPPS is the most popular and fastest selling high class marine engine on the market.

We saw the demand and prepared to meet it. Having unexcelled facilities and the necessary working capital, all production records were shattered, during the winter and early spring months.

Telegraph your order and deposit for express or freight delivery, and your engine will be enroute inside of twenty-four hours. There is a complete line to choose from—models for almost every type of boat—10 to 150 H.P.—high speed and medium duty types.

The prices, which include electric starter and battery, speak for themselves.

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90% of all boat builders endorse and install SCRIPPS engines while practically every builder catering to high class work knows, from experience, that its selection ends mechanical worry.

Space is entirely inadequate to permit an impartial showing of illustrations of the large number of fine standardized boats carrying SCRIPPS power. Instead, we extend public appreciation to the following boat builders installing our engines, who have worked faithfully for the betterment of motor boating.

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Atlantic Boat Works, Miami, Fla.
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Banfield Sea Skiff Works, Atlantic Highland, N. J.
Hacker Boat Company, Detroit, Mich.
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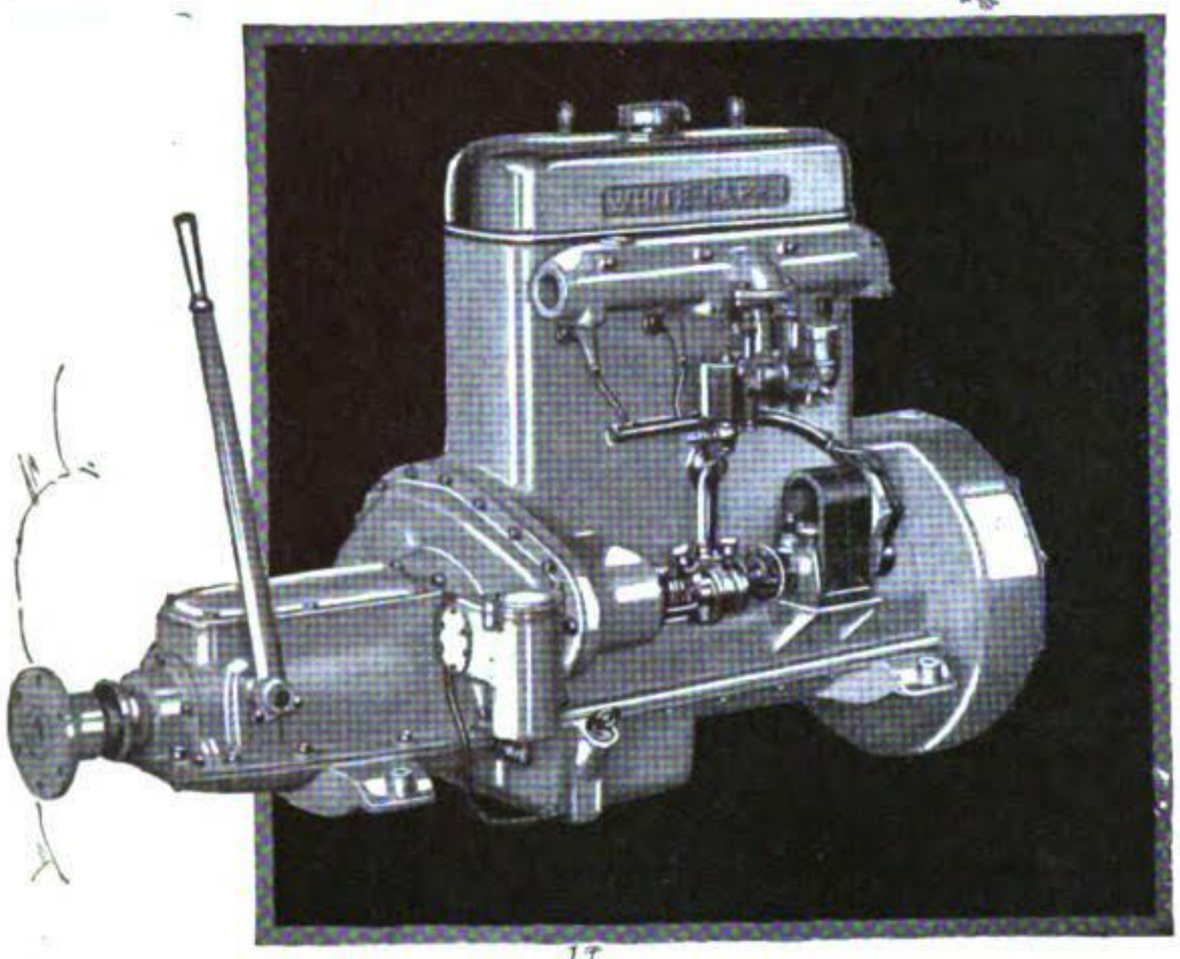

How Do You Prefer to Save?

Even in first cost, where saving begins and ends in the minds of many, White Cap offers more for the money. Large production, concentrated on three motors, with Wisconsin's highly-developed shop methods, makes possible a really sensational price range.

White Cap's "More Power per Cubic Inch" (a proved fact, not a pencil-and-paper theory), brings more economies in fuel and oil.

Finally, Wisconsin's precision standards guarantee to every White Cap owner many seasons of uninterrupted, trouble-free motor boating—instead of motor tinkering.

No matter what type of saving means most to you, White Cap offers it in generous measure. And with it, remember, a dashing, sparkling performance that will make your boat the talk of the fleet.

MORE POWER per CUBIC INCH

Write for facts and figures mentioning size and type of your boat. BOAT BUILDERS: Find out how well it pays to standardize on White Caps. Write—

Wisconsin Motor Mfg. Co.
Milwaukee, Wis.

WHITE CAP
"4" and "6"

New Features of Gray Engines

(*Continued from page* 38)

Model Z installed in them is a leader in style, refinement, and equipment, is genuine. It is the shortest and lightest 25 h. p. engine in its class, and is equipped with electric starting and lighting, with a no-smoke attachment to the breather. A handy pump for draining oil from the base is fitted, as well as a wonderfully designed rear end to save length and afford oil proof operation. It has a Paragon gear, double and exhaust manifold, handy water connections, positive lubrication, and a very large and heavy crankshaft. Its deep water jackets, oil test-cock, well ribbed base, low center of gravity, and attractive controls appeal to the user.

A brand new machine is the new Gray Six 75, which they call the Imperial Six. These motors show perfect balance in their operation, and a fine sense of symmetry engineered into the power unit from the Lancaster Balancer forward to the finished coupling aft. The dark blue finish contrasts with the aluminum polished parts, while the motor's large, smooth engine surface appeals to every user's pride.

One of the outstanding features of this Imperial Six, is its special adaptability for bridge deck cruiser and modern runabout construction. The generator, starter, distributor, water pump, and oil pump, make the engine very accessible in cruiser construction, and exceedingly accessible in modern runabouts, with the forward cockpit. The motors are pressure lubricated, with a screen which separates all foreign particles from the oil. Cylinder blocks have ample openings for clearing out sediment, insuring cool operation at all times. The model BS Paragon reverse gear is enclosed in an aluminum housing. The engine weighs 900 pounds, and on a bore and stroke of 3⅞ by 5 inches, with a piston displacement of 354 cubic inches, develops 75 h. p. at 2,100 revolutions. Its overall length has been kept down to 58 inches, and the extreme height over the center of the crankshaft is only 21 inches.

Patrol Goes on Duty

(*Continued from page* 43)

Russian Imperial Government, with a fleet of some forty submarine chasers for the Black Sea fleet. Mr. Hussey, the designer, believes that this boat will be as effective in her service, as these chasers were during the war. After reaching New York, the boat had her speed trials before the Police authorities, and then was immediately turned over to her crew, and put into active service. Her first day's work consisted in running from Greenport to New York, speed trials on the Harlem River, reporting to the Battery, and then on duty the night through.

A Diesel Oil Tanker

(*Continued from page* 31)

engines turn these at 400 revolutions, and drove the boat at 13 miles, on her trial trips.

The tankage capacity of the boat is 26,000 gallons, and pumping equipment is carried so that this entire load can be discharged in 35 minutes, through a six inch line, by means of a Viking pump, driven by a 25 h.p. engine. This pump is also arranged so that it can be used for salvaging purposes, since it has a pumping capacity of 750 gallons per minute. A large quantity of flexible metalic hose is carried in several sizes, to allow ready means for supplying fuel. A 32 volt Homelite set provides electricity for lighting.

A Modern Raised Deck Cruiser

(*Continued from page* 36)

and a toilet room. This stateroom is reached from the after cockpit, under which is contained a water tank, and a large storage space.

Deck space on this boat is ample, there being 22 inches between the sides of the after trunk and the rail, which enables one to pass comfortably from the cockpit to the bridge. The bridge floor is depressed 6 inches below the main deck, to decrease the windshield height.

This boat will be fully equipped with high grade upholstery, linen, dishes, silver, cooking utensils, ground tackle, and complete running gear, in fact, there is nothing left for the purchaser to buy except his personal effects.

Advertising Index will be found on page 192

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Leading naval architects specify A-E-CO Auxiliaries for fine yachts

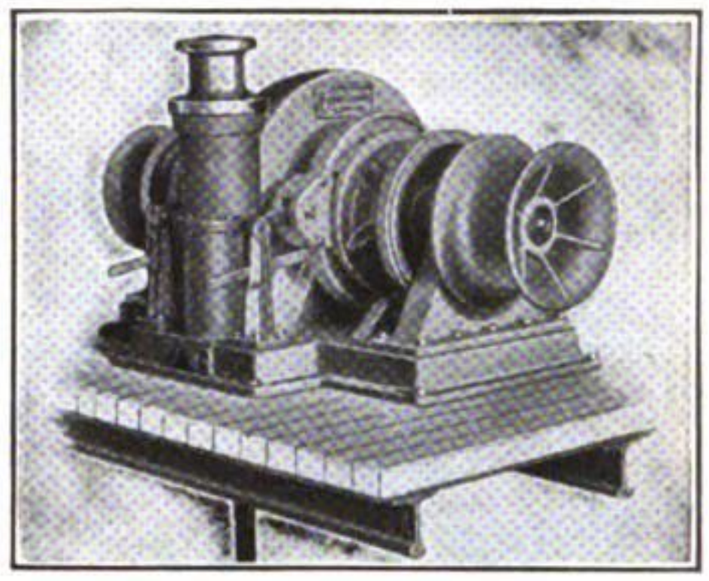
THE preference for A-E-CO Yacht Auxiliaries, shown by leading marine architects, is easily explained.

A-E-CO Yacht Auxiliaries are not only in a class by themselves as far as design and construction are concerned, but they also have the style and the distinctive beauty which should characterize every detail of a fine yacht.

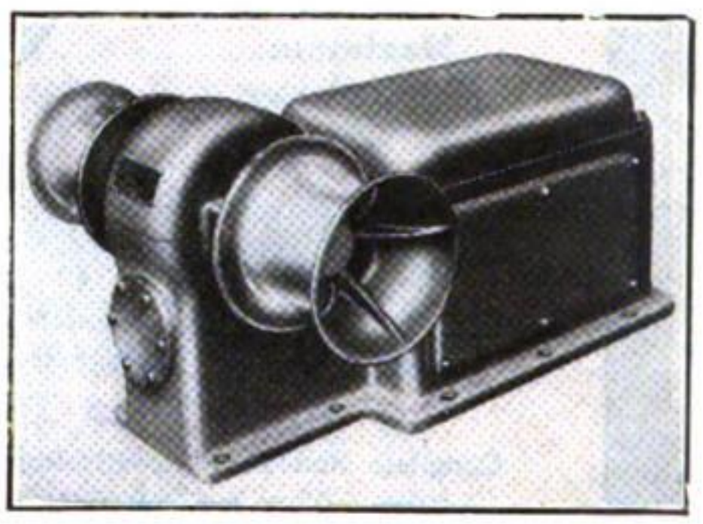
In addition to this appeal of appearance, marine architects also find many practical reasons for specifying A-E-CO Auxiliaries. These machines, being remarkably compact, take up very little of the valuable deck space. They are quiet in operation and free from vibration—a feature of especial importance on board yachts. They consume very little power. They are easy to install. And above all A-E-CO Auxiliaries are absolutely reliable.

The Pawnee, Josephine, Savarona, Arcadia and Robador, designed by Cox & Stevens, are recent additions to the long line of fine yachts equipped with A-E-CO Auxiliaries. In fact, for more than sixty years, the finest yachts designed in this country have had steerers, windlasses, hoists and other machines built in our shops.

American Engineering Company
2419 Aramingo Ave., Philadelphia, Pa.

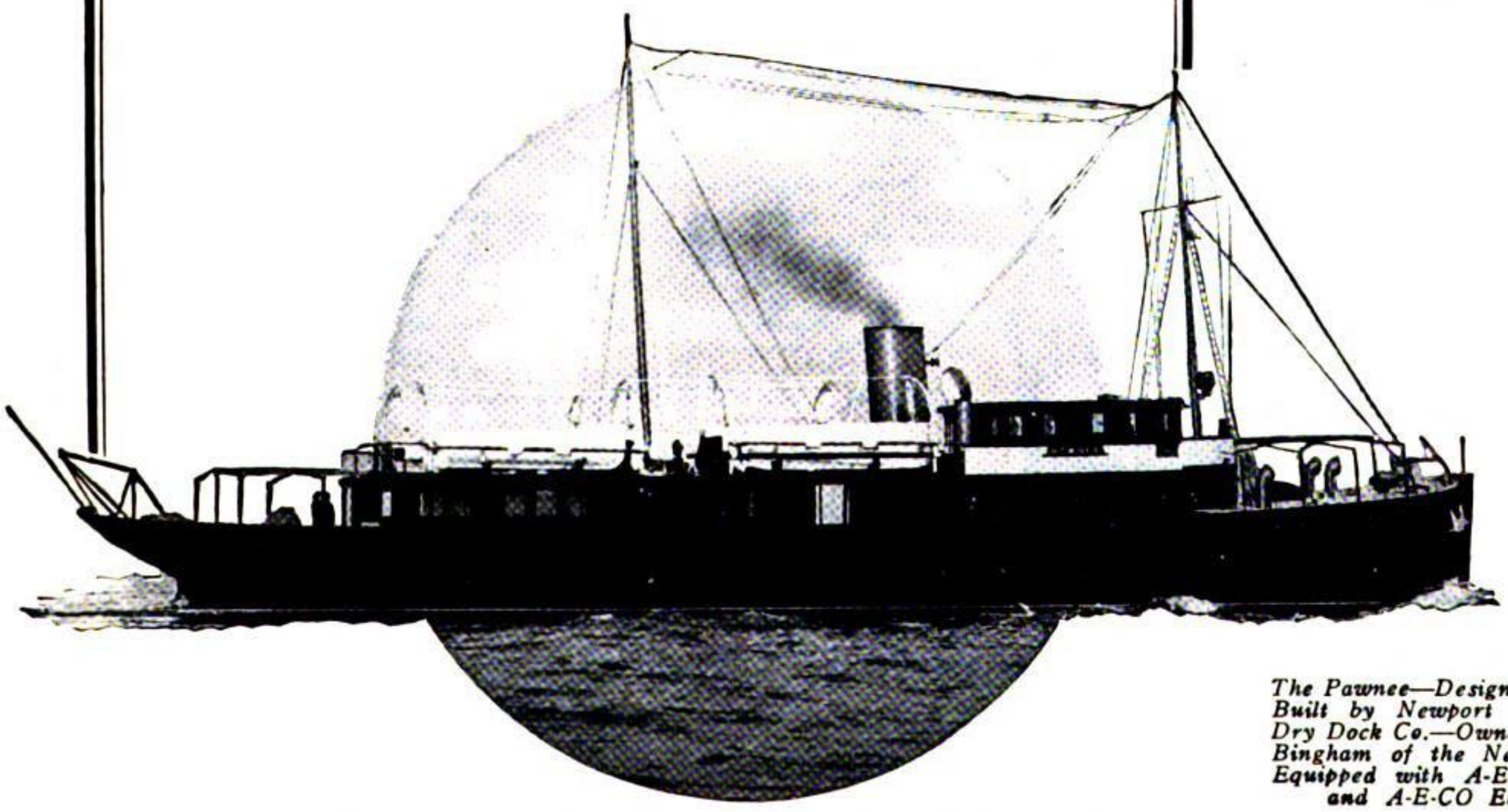


A-E-CO Electric Windlass installed on the Pawnee—a striking example of distinctive appearance and sturdy strength. Compact and quiet in operation.



A-E-CO Electric Boat Winch installed on the Pawnee, Josephine, Savarona, Arcadia and Rabador, a rugged powerful little machine, pleasingly proportioned and beautifully finished.

For descriptions, illustrations, prices, etc., of A-E-CO Yacht Auxiliaries send for Yacht and Powerboat Section, Catalog 21.



The Pawnee—Designed by Cox & Stevens—Built by Newport News Shipbuilding & Dry Dock Co.—Owned by Mr. Harry Payne Bingham of the New York Yacht Club Equipped with A-E-CO Electric Windlass and A-E-CO Electric Boat Hoist.

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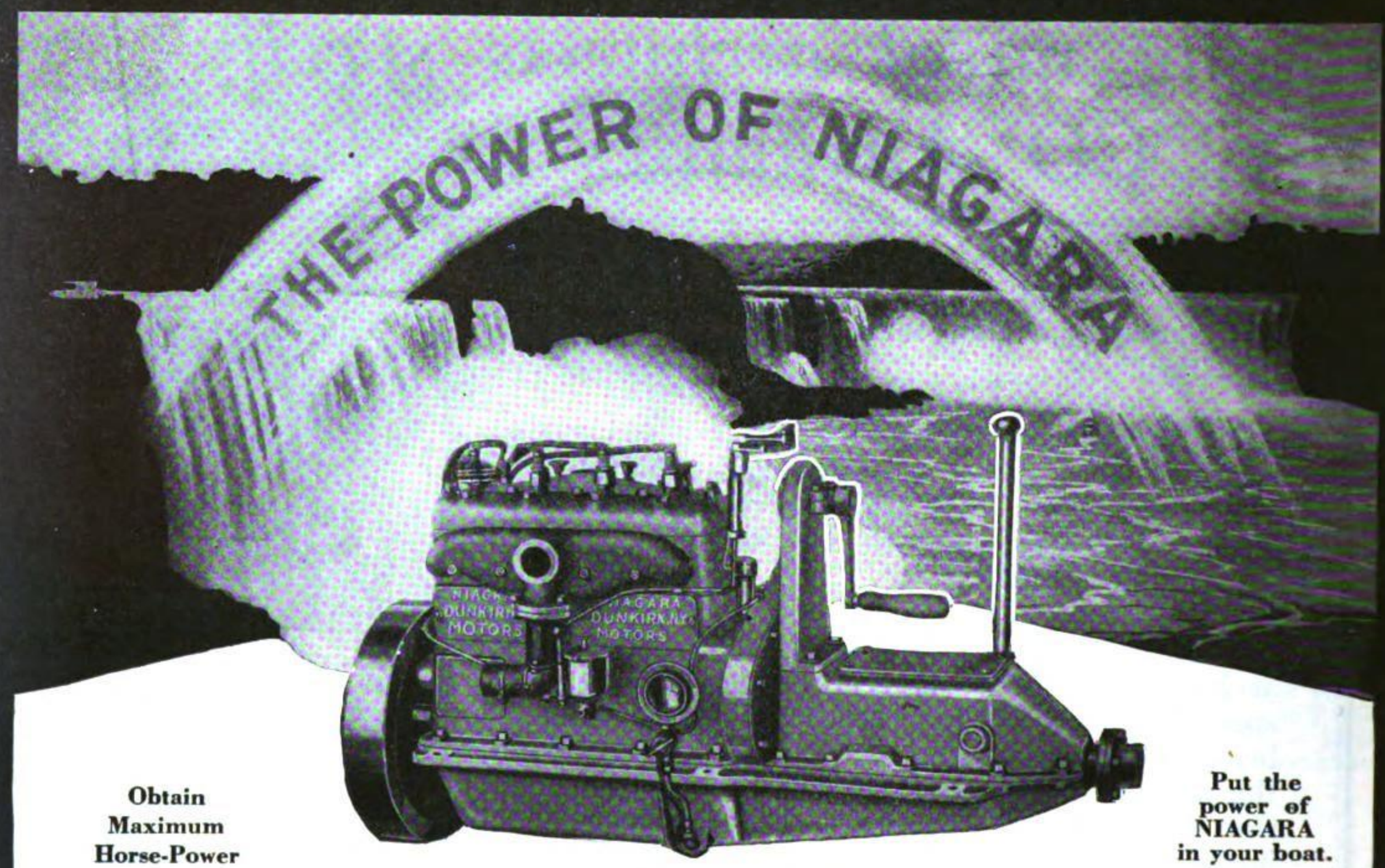


Obtain Maximum Horse-Power

Put the power of NIAGARA in your boat.

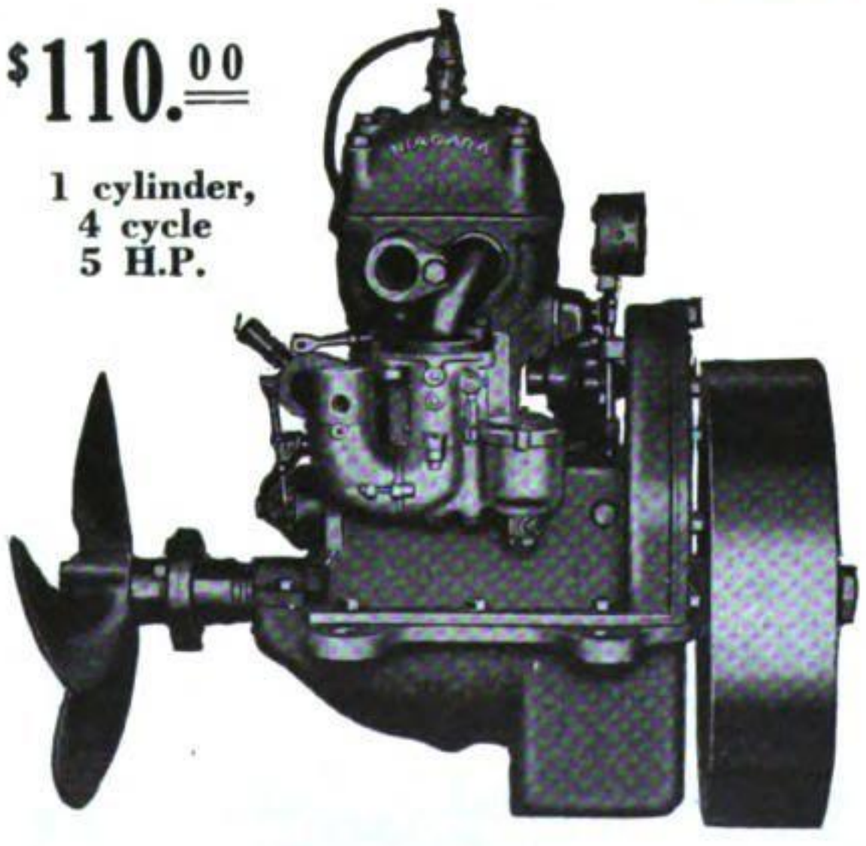
4 cyl. 12-15 H.P.
150-1500 r.p.m.
2¾" bore x 4" stroke.
Bosch magneto or Atwater Kent Ignition.
Joe's Reverse Gear.
NO EXTRAS TO BUY

Complete and smart, well designed and sturdily built. Slow medium duty or high speed.

AGENTS—BOAT BUILDERS
Unusual opportunity for dealers in open territory.

$110.00

1 cylinder, 4 cycle 5 H.P.



DON'T DEPEND ON LUCK

THE NIAGARA "SPECIAL" 4 cylinder, 4 cycle, 12-15 H. P., will take you there and bring you back.

An unreliable, underpowered power-plant is treacherous and expensive. Use a NIAGARA and guard against disappointments, delays and danger. You will find welcome relief in this complete unit for small open boats, runabouts, fast tenders and small cruisers, its ease of operation, starting and ability to keep everlastingly at it. THAT STEADY GAIT day in and day out.

NIAGARAS have been known for their superior quality and genuine dependability.

The NIAGARA "SPECIAL" has achieved a reputation for low fuel consumption, very low service and repair costs. Everything about this motor will warm up every ounce of pride within you. Get the thrill of its performance.

Write for specifications and observe the rugged construction as well as the general high quality.

THE NIAGARA "GEM" gives a surprising performance and a service that lasts. You will find it the best you can buy in its size. You'll be enthusiastic about this NIAGARA "GEM" because of its power and even running. Unfaltering, you will find it ready to go and almost without vibration .

Here is an engine that offers the most value in genuine marine engine service today. It will surprise you with its ability and power. Its hot spot manifold guarantees you the most miles per gallon you ever realized. Its measured perfection and finish is consistent with reputation of its builders, for quality and durability. Compare the specifications, its sturdy counterbalanced crankshaft, extra large bearings and heavy flywheel.

COMPLETE, READY TO RUN $110.00

State the model you are interested in and write for free booklet.

NIAGARA MOTORS CORPORATION

BOX 300

DUNKIRK, N.Y.

Advertising Index will be found on page 192

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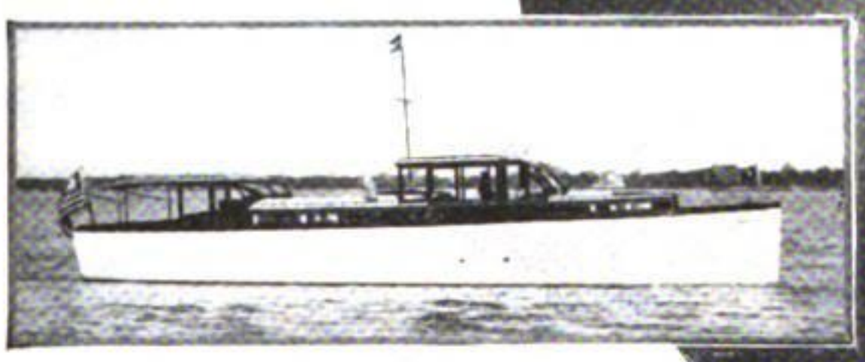
Cap'n Allswell says:

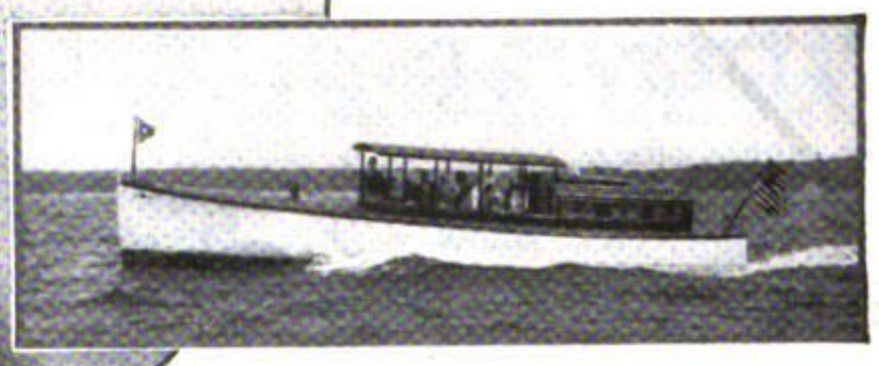
"Propellers are known by the boats they drive!"

The TURTLETOO, a fine cruiser, equipped with a Columbian, owned by Thos. Farmer, prominent New York boat enthusiast.

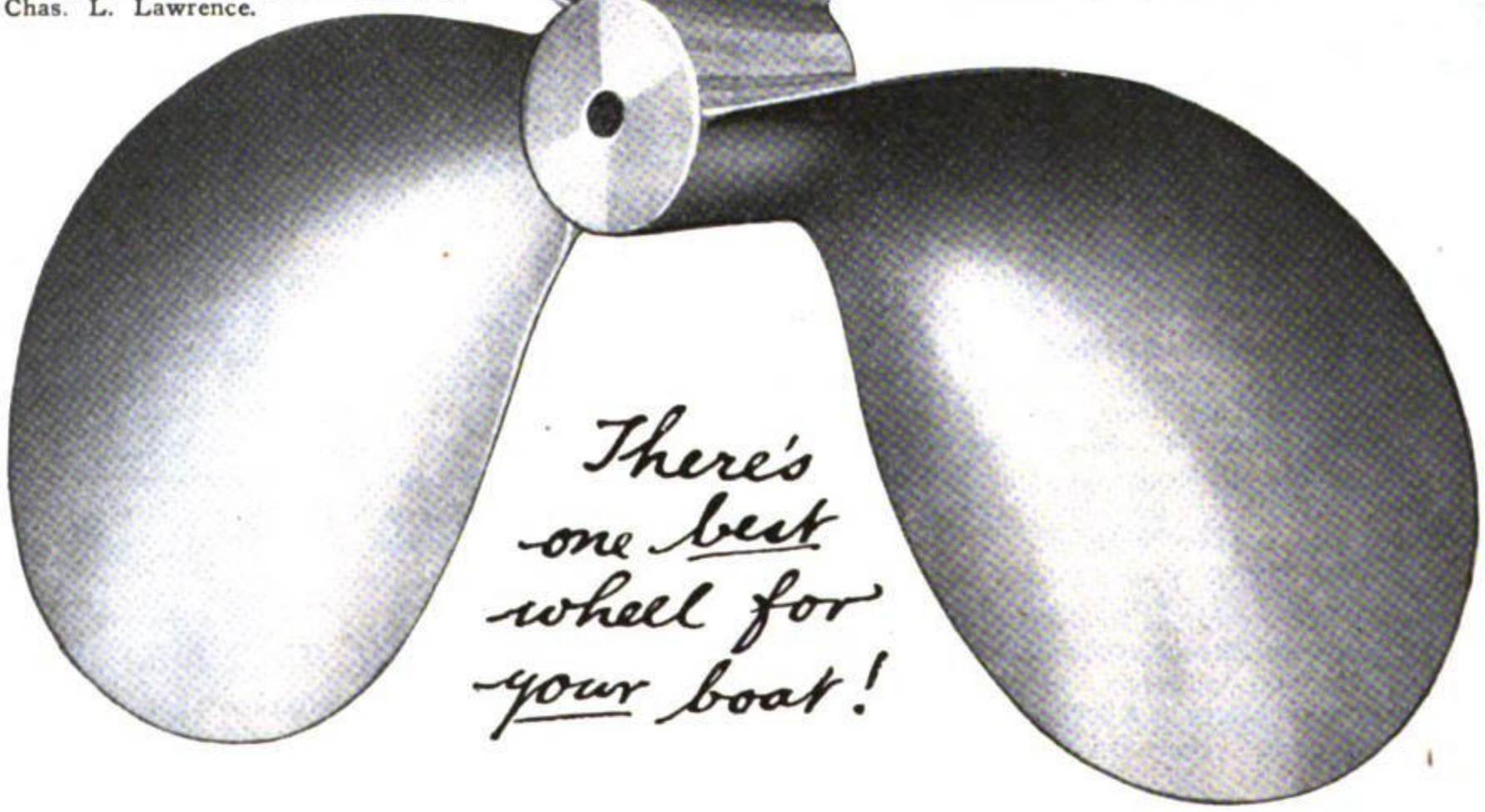
The CIRRUS, owned by E. P. Alker, of Great Neck, L. I., is a 36' x 10' express cruiser, also equipped with a Columbian propeller.



The trim yacht MEADOW LARK is driven with a Columbian. Built by the Greenport Basin & Construction Co. for Chas. L. Lawrence.



The speedy CHAPERON, owned by Robert Jacob of City Island, N. Y. C., is driven by a Columbian.



Write for Propeller Information

COLUMBIAN *Bronze* PROPELLERS

The Columbian Bronze Corporation, 208 North Main St., Freeport, L. I., N. Y.

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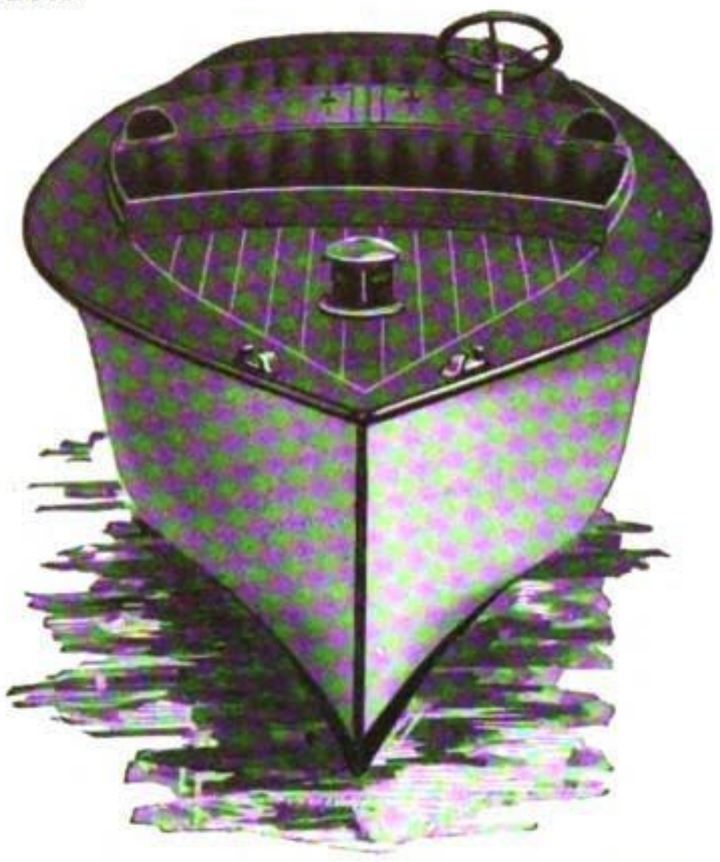
Performance
—that you've always wanted

In these two motor boats you're offered the kind of performance that you've always wanted. They're *popularly priced, too*—and backed by the most exacting standards of craftsmanship. Note the facts.



The New Dunphy Sand Dab

18-foot shallow draft tunnel stern, with room for nine passengers. Runs in 11 inches of water. Beaches anywhere, lands anywhere, goes anywhere, the propeller is protected. Eases into coves, streams, and inlets where others cannot enter.

Equipped with 4-cylinder, 15 H.P. Universal Motor, with electric starter. Makes 15 miles an hour. Hull is cedar planked, brass and copper fastened, mahogany finished.

$1,150 *F.O.B. Eau Claire*

The New Dunphy 26 Foot Runabout

Roomy cockpit forward with two leather upholstered seats. Rear cockpit has one leather upholstered seat and two wicker chairs. Comfortable capacity for five in each cockpit.

Equipped with powerful 6-cylinder, 100 H.P. Marine Motor, with electric starter. Makes better than 30 miles an hour, and on special order equipped to do 45 miles guaranteed. Steering wheels and all controls operated from forward seat. Hull is double planked mahogany, brass and copper fastened.

$3,150 *F.O.B. Eau Claire*

Remember, we are equipped to design and build any boat to your entire satisfaction. Write for illustrated catalog on launches, outboard motor boats, canoes, row boats. All boats ready for immediate shipment. Buy from Dunphy and save money.

Chas. W. Young, Atlantic City, N. J., Representative

DUNPHY BOAT MFG. CO.

Dept. C6 **Eau Claire, Wis.**

DUNPHY

"famous for boats for forty years!"

Laying Out, Bending and Fastening Frames

(*Continued from page* 46)

cated methods. No. 2 is somewhat better and is used in cruiser construction. Here the frames are notched into the keel and the garboard rabbeted. This construction allows the use of a deeper keel, partly inside the boat, and gives added strength to the frame construction. At Fig. 3 is shown an exceptionally strong and firm construction which is used on heavy boats. The frames are butted against the sides of the keel and fastened to sister keelsons fitted to each side of the keel, notched over the frames and bolted through the keel. Fig. 4 shows the keelson notched over the frames. The keelson should be bolted through the keel with galvanized or bronze bolts rather than lagged to it. Fig. 5 is an improvement over Fig. 1, in that it gives a backing for the garboard rabbet, and by keeping the shims away from the keel slightly, limber holes are provided without cutting the frames. It would be better to extend the frames clear across the keel, with or without the keelson if floors are not fitted. Fasten the frames to the keel with one or two galvanized boat nails, boring the frames before driving the nails. The floors are nailed to the keel, and in the best construction are rivited to the sides of the frames.

The type of boat under consideration should determine which construction is to be used. No one method is suitable for all forms of construction. Follow the plans of any reliable architect and you cannot go wrong.

W. B. M., Newburg, N. Y.

Oil Automatically Supplied

(*Continued from page* 48)

factor in the method of construction. So long as the float valve closes at the desired point and the device is sufficiently strong to withstand the vibration without breaking or getting out of order, satisfactory results will be obtained.

W. B. M., Newburgh, N. Y.

Oil Piped to Sump

THE meaning of the question is not quite clear, but if what is required is a small tank to keep the crankcase supply at an even level, one way is to provide a constant regulated drip feed as shown. A regular glass body gravity drip feed lubricator is made use of, but as such a lubricator would hold insufficient oil, it can be connected to a separate tank as shown. A compression fitting can be screwed or soldered to the filling cap opening and a copper tube run to the oil tank. The essential thing is to provide a vent for the main tank, otherwise the oil flow into the lubricator. From the lubricator another flexible copper tube is carried to crankcase, either to a compression fitting tapped into side of sump, or the end of tube can be run through a breather opening.

Another way is to remove the glass body of the lubricator and build a larger container of brass or copper. Solder the bottom of the lubricator to bottom of this tank, which must be the same height as the discarded glass, solder on the top of tank and solder a brass collar around the top opening. The lubricator top, with drip regulator, will fit either into or outside of this collar, and screws into the bottom casting as it did in the original assembly. The copper tube is run as before, from a compression fitting screwed or soldered to the lubricator outlet.

H. H. P., Los Gatos, Calif.

Gravity and Pump Supply

THE cheapest installation that will give satisfactory results can be and should be judged as being the best outfit. Sketch A shows a very simple installation while B is rather more expensive and complicated. The former arrangement merely uses an oil tank mounted on the engine room bulkhead or carlins somewhat above the engine. From this tank is run a small copper or blass line to the regular engine oil filling connection. In this line is fitted a control valve. The tank is filled from above through a regular deck plate and plug. The plug of which must be drilled for venting.

Sketch B illustrates a system whereby the engine is fed by gravity from a smaller tank which is in turn filled from the main tank below the flooring in any other portion of the craft. This system also makes use of the one pump for draining the oil sump of old oil. The following is a description of the system's operation: The main tank being filled

(*Continued on page* 176)

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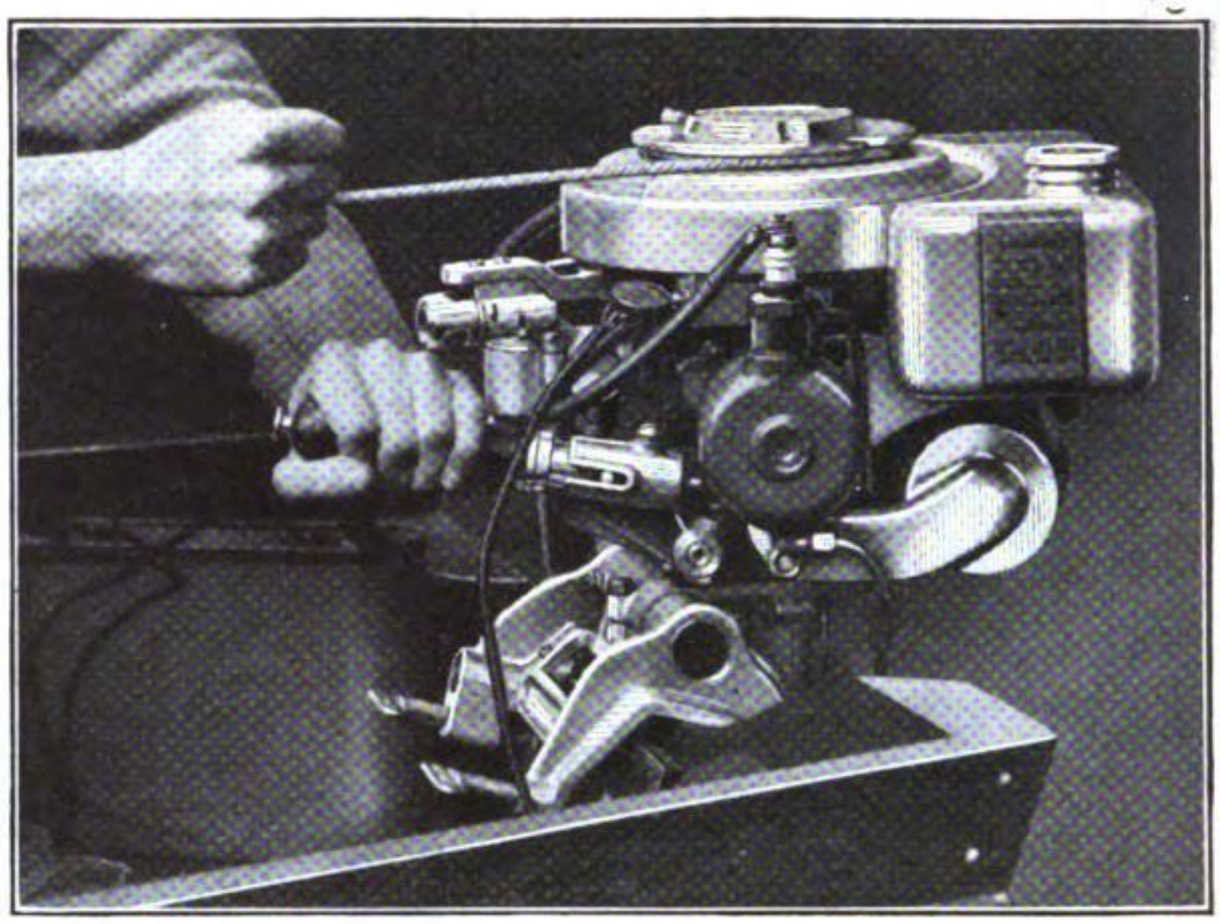

Quick Starting

~as sure as your car

NOW Evinrude has adopted the same type ignition that Ford uses on motor cars. High tension jump spark. Standard dry cell battery current is transformed into secondary current of 13,000 volts.

Start motor on battery current if you wish. Simple push plug—no terminals or clips. Switch from battery to magneto as easily as you plug in your radio loud speaker, without misfiring. Brilliant electric light furnished by magneto while running, by battery when motor is stopped. Entire equipment waterproof.

This is only one of the twelve new refinements which make the Evinrude the preferred outboard motor. There are included Self-Steering—Extra Power—Electric Light —30% Hotter Spark—Improved Tilt-up—Tiller and Rope Steering — Shear-off Pin Compartment — Improved cooling—Leather Tiller Handle—New Locking Device—New Carburetor.

Don't fail to see this motor at the Evinrude dealer's. It represents the maximum in outboard motor construction.

EVINRUDE MOTOR COMPANY
533 Evinrude Building Milwaukee, Wisconsin

Distributors:

115 E. 23rd Street, New York, N. Y.
259 Atlantic Avenue, Boston, Mass.
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211 Morrison Street, Portland, Ore.
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The New 1926 Champion

EVINRUDE Sport Twin

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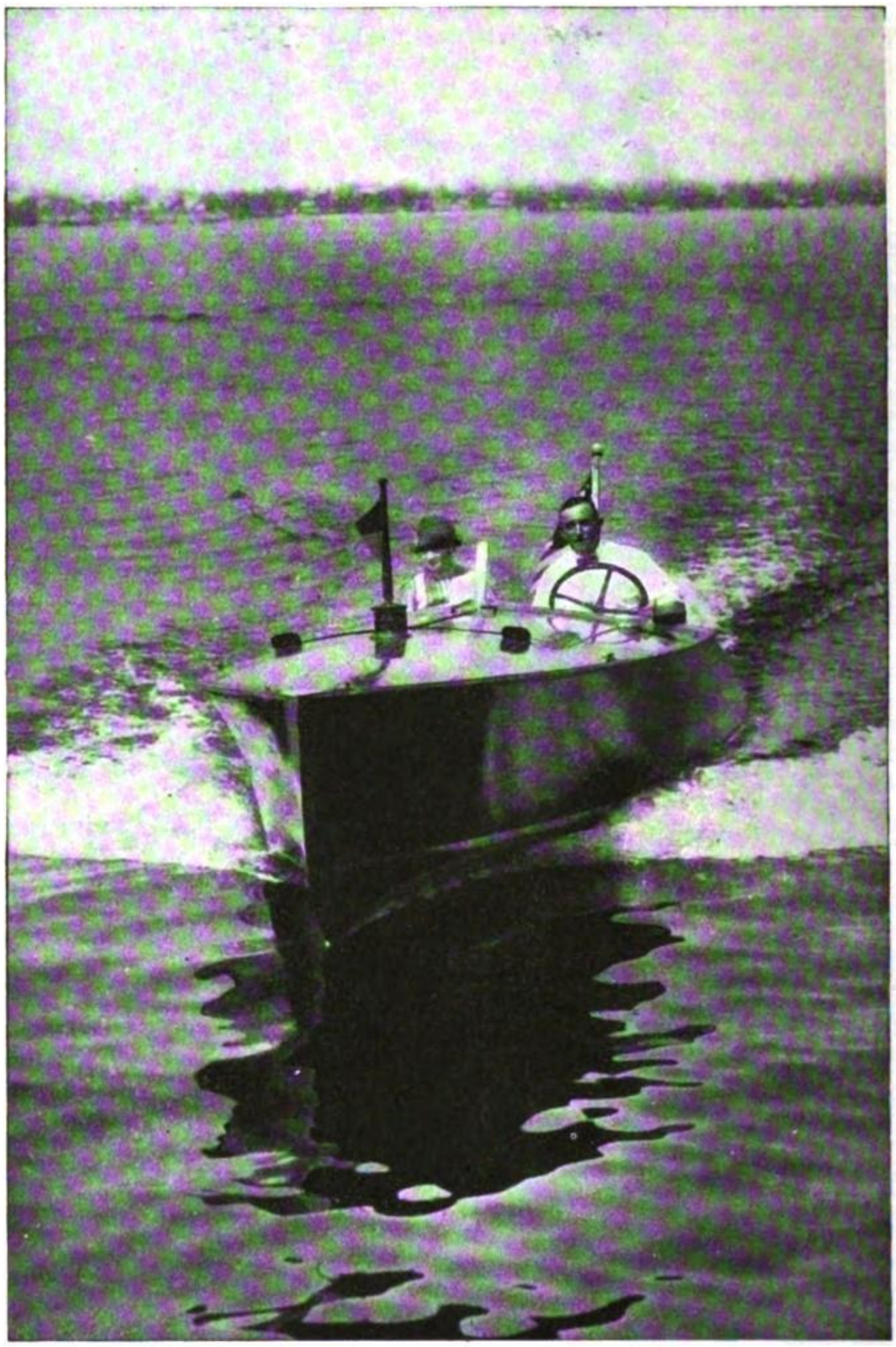
DODGE WATERCARS
Create New Value Leadership



The Dodge Watercar

The Dodge Watercar now available in four models powered with Dodge 30 H. P. Marine Motor or Dodge-Curtiss 90 H. P. Marine Motor.

FIVE PASSENGER MODEL
Single Cockpit Runabout
22 ft. 6 in. x 5 ft. 2½ in.
Watercar Model 422
Speed approximately
20 miles per hour
$2475

Watercar Model 822
Speed approximately
37 miles per hour
$2975

NINE PASSENGER MODEL
Double Cockpit Runabout
25 ft. 11 in. x 6 ft. 7 in.
Watercar Model 426
Speed approximately
15 miles per hour
$2925

Watercar Model 826
Speed approximately
35 miles per hour
$3475

All prices f. o. b. Detroit.

The thrill of this great sport is now no longer costly. The Dodge Watercars in speed, comfort, safety and cost create undisputed value leadership.

Master craftsmanship and choicest materials make them always dependable. They meet the most exacting requirements in every motor boat performance.

Built in four models ranging in speed from 22 to 37 miles per hour, and priced way below any comparable craft.

Deferred payments arranged when desired. Write for free booklet and name of nearest dealer. Some valuable dealer territory available.

THE HORACE E. DODGE BOAT WORKS, INC., DETROIT, MICHIGAN

New York Representatives: YOUNG & HALL, INC., 522 5th Avenue, New York City
New England Representatives: ELDREDGE & McINNES
605 Atlantic Avenue, Boston, Mass.

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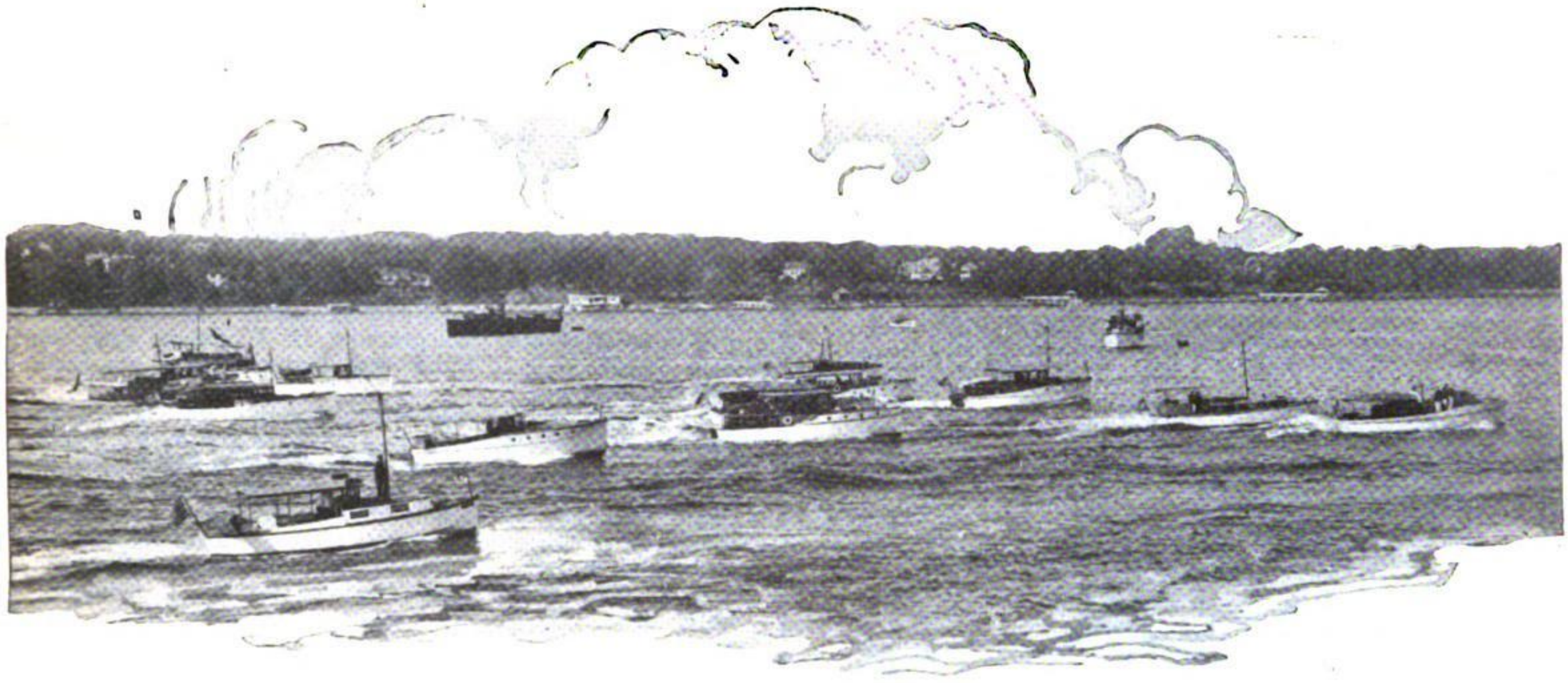


"Winners *all* equipped with Tobin Bronze"

THIS statement has been made following so many important races that the uninitiated might think that Tobin Bronze contributed to the winners' speed.

While this is not the case, the fact remains that builders who know how to make a good boat, appreciate the importance of giving her staying qualities and lasting seaworthiness.

Practically every prominent builder in the United States uses Tobin Bronze for shafting and underwater parts. This is because it is unrivalled in its combination of strength, high yield point and resistance to corrosion.

It will pay you to be sure that Tobin Bronze, manufactured exclusively by The American Brass Company, is used in your boat. The name Tobin Bronze is rolled in the metal.

THE AMERICAN BRASS COMPANY
GENERAL OFFICES: WATERBURY, CONNECTICUT
Offices and Agencies in Principal Cities
Canadian Mill: ANACONDA AMERICAN BRASS LTD., New Toronto, Ont.

TOBIN BRONZE

Reg. U. S. Pat. Off.

Exclusively An Anaconda Product

One-design class Marconi rigged racing sloop. 16'x 12'2⅝"x5'7¼"x3'3". Sail area, 157.5 sq. ft. Ballast on keel, 560 lbs. $600.00.

23' Standard Cruiser with Model Z Gray marine motor. Speed, 9 M.P.H. $1750.00.

34' Cruiser with single or twin screw. Speeds up to 20 M.P.H. $5200 and up.

RICHARDSON BOAT CO., Inc.

Cruisers Auxiliaries Runabouts

Write for Descriptive Literature

N. Tonawanda New York

Dayton CUB A BEAR FOR SERVICE

Running Water
(200 GALLONS PER HOUR)

Running water, under pressure to every part of your craft the same as in your home.

Permits the use of standard plumbing fixtures. Compact—(10"x26"x22" high)—quickly installed—quiet—economical—automatic operation from any electric circuit. An outstanding value for $85.00 f. o. b. factory: a written guarantee.

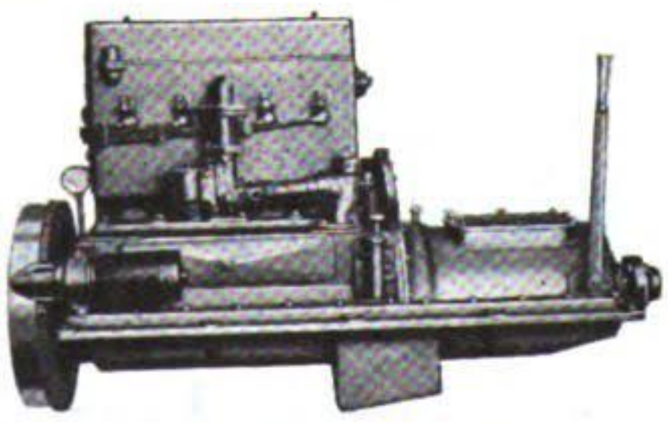
Naval Architects and Builders—use our free advisory service. A "DAYTON" automatic water system for any boat. Send today for free catalogue.

$85.00

THE DAYTON PUMP & MFG. CO.
DAYTON, OHIO, U.S.A.

FRISBIE
VALVE-IN-HEAD MOTOR
The New Model "S"

18 to 40 Horse Power
600 to 500 R. P. M.
Bore 4"
Stroke 5"
251 cu. in. Displacement



Write for full details of this and other Frisbie Motors

FRISBIE MOTOR COMPANY
7 COLLEGE STREET MIDDLETOWN, CONN.

Lubrication and Racing

(*Continued from page* 50)

Allison Trophy ran on Duplex marine engine oil, and Baby Gar VI brought the permanent possession of the coveted Trophy to Gar Wood who was quite enthusiastic over the results he had with Duplex marine engine oil. "I used Duplex marine engine oil with perfect results," wired Commodore Gar Wood at the end of the race. "The engine was cool and showed maximum power at all times, while the pressure held up throughout the race."

The race for the Gold Cup Class was won by Miss Tampa, who ran on Duplex marine engine oil. "I had maximum power at all times," telegraphed D. P. Davis from Miami, "and I want you to know that Duplex was a big factor in capturing the cup."

At Tampa, Miss Okeechobee, running on Duplex marine engine oil, won the Free For All race for hydroplanes and runabouts. The Free For All race for runabouts was won by Miss Tampa. The Junior Gold Cup race, in which the Tampa Baybies competed, gave a remarkable exhibition of consistent performance, and all of these boats ran on Duplex marine engine oil. At Palm Beach, the Bradley Trophy was won by Miss Palm Beach, owned by W. J. Conners, Jr., while Miss Okeechobee captured the Free For All event for runabouts. Both of these speed boats used Duplex marine engine oil throughout the entire racing season.

Duplex is the oil that came into prominence last fall when Commodore Harry Greening set up that marvelous world's record of 1,218 miles in 24 hours. The perfect performance of Rainbow IV, using Duplex oil throughout the race, made motor boat owners all over the country give a second thought to lubrication. The lesson of the Florida races clearly shows that the motor boat owner who would receive the greatest pleasure from his craft will make sure that he has the right kind and right grade of oil in his engine crankcase.

When Dick Ward beheld the consistent performance of the many racing boats that used Duplex marine engine oil in the Florida events, he decided that Duplex should be sold in Miami. In taking on the distribution for Duplex oil, Mr. Ward will carry a complete stock of the various grades, and is in a splendid position to serve boat owners at Miami, as his company, the Atlantic Boat Yard Company, has a most accessible location in Miami waters.

Gravity and Pump Supply

(*Continued from page* 172)

with oil the small hand pump is put in operation filling the small gravity tank overhead. Should this tank become too full, any excess will overflow, which is returned to the main tank. From the small tank oil is supplied to the engine in the same manner as in arrangement A. If it is desired to feed the engine direct a by-pass connection has been provided which will cut out the gravity tank, the pump discharging direct. For draining the oil sump a line is taken from a suitable outlet and run as shown together with the necessary valves and overhead discharge.

If the engine is fitted with oil cups much trouble can be eliminated by running feed pipes to the cups from the gravity tank, each individual cup feeder being taken from a trunk feed line and fitted with a control valve.

Although not in the confines of the question it comes to mind that some engines have grease cups that are generally located in such positions that they are very unhandy to fill. Regular automobile grease line fittings can be purchased and piped up to one central screw grease gun that can be made from scrap material. This arrangement though not illustrated will save much trouble and not a few cuss words.

H. S., New Orleans, La.

New York State Canals Open

With the opening of the New York State Barge Canals, and the approach of the summer cruising season, motorboatmen are reminded that it is necessary to secure permits to operate pleasure boats on the canal. The Department of Public Works, through the Bureau of Canals, at Albany, N. Y., is prepared to supply permits to applicants, and will issue permits promptly, and without inconvenience if persons desiring to navigate the New York State Canals will write the department, and return the application form, which will be sent. Upon receipt of the properly executed form, and if the craft meets the requirements of the canal regulations, a permit will be promptly issued. The general requirements are contained on the reverse side of the permit cards, as well as on the application forms for permission to operate pleasure craft on the canal.

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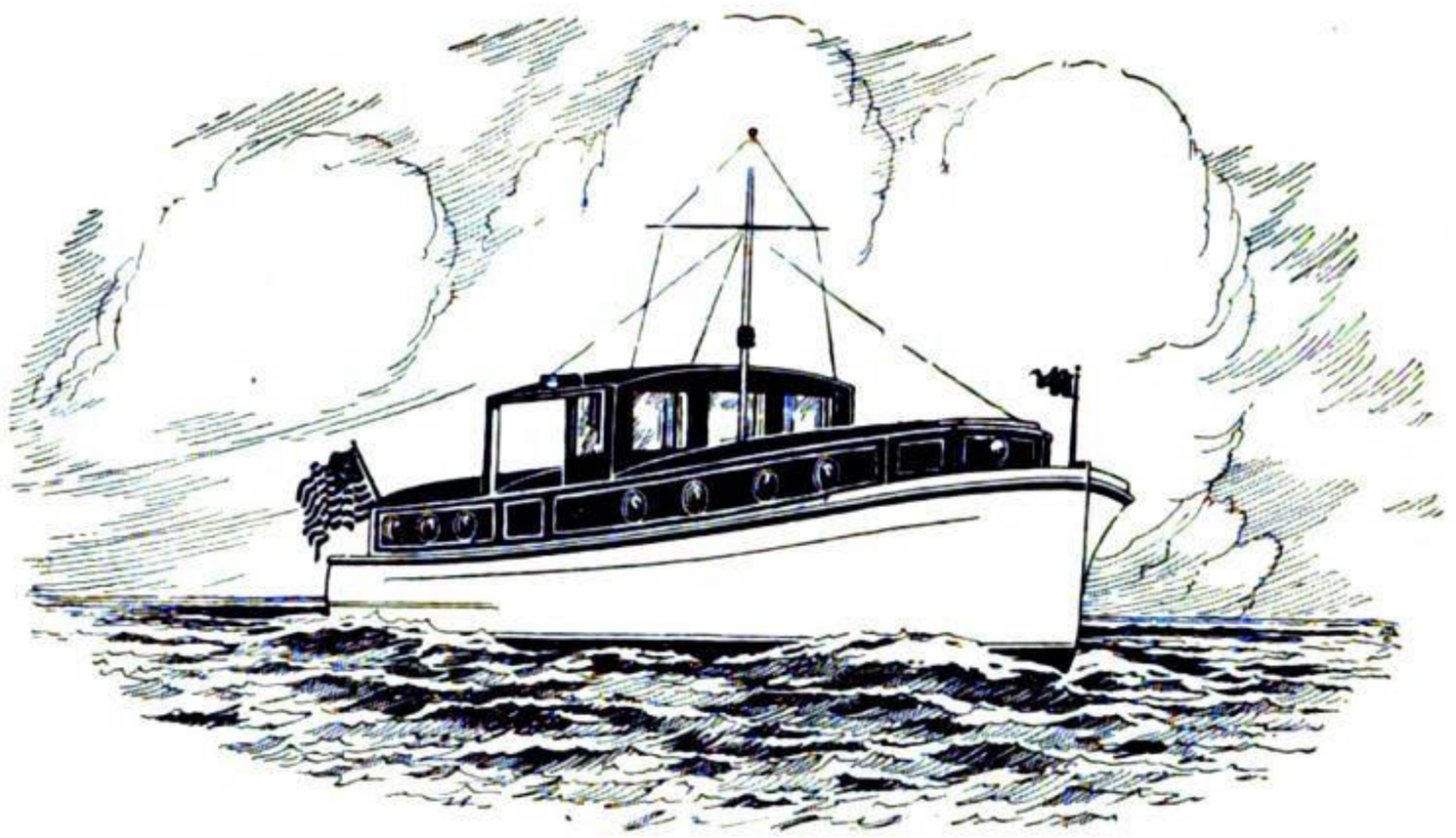
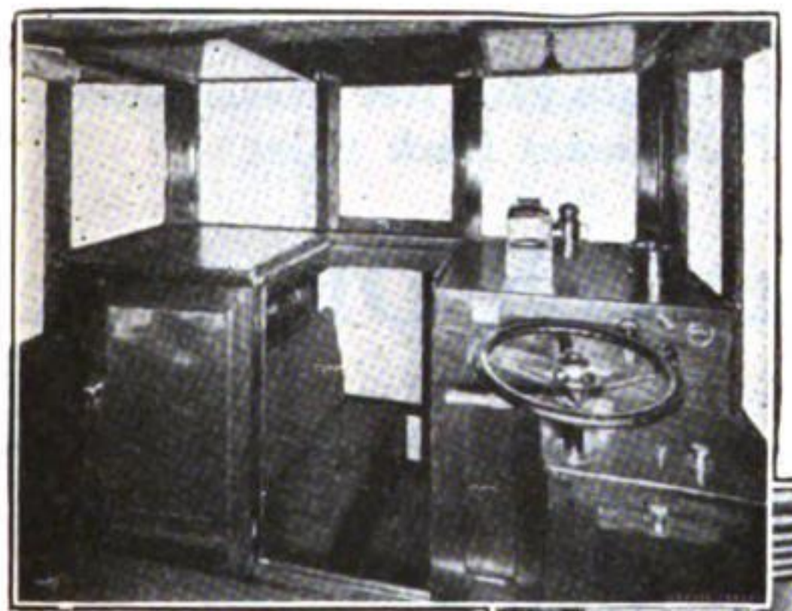
Above and Below Decks

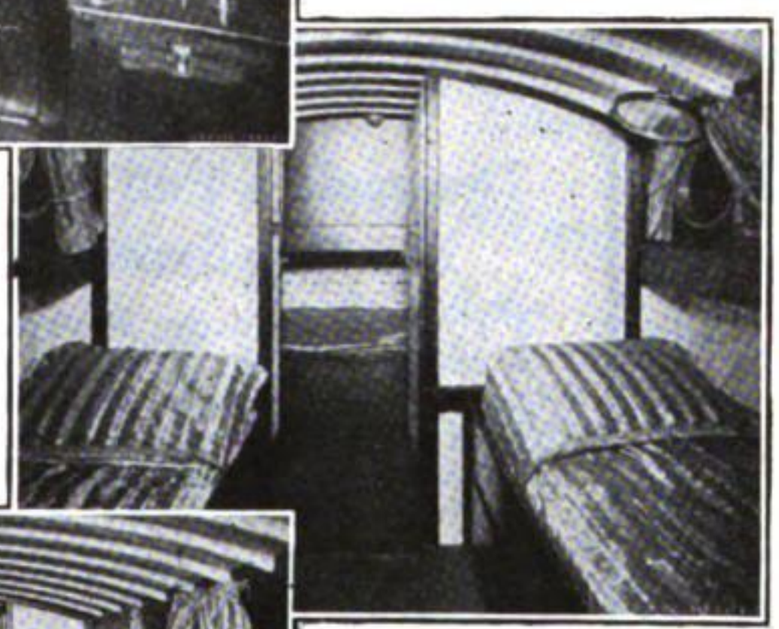


This thirty-six-foot cruising yacht, designed and constructed to give the maximum comfort in the minimum space, has forged a strong, new link between the large expensive cruiser or yacht and the small, owner-operated boat.

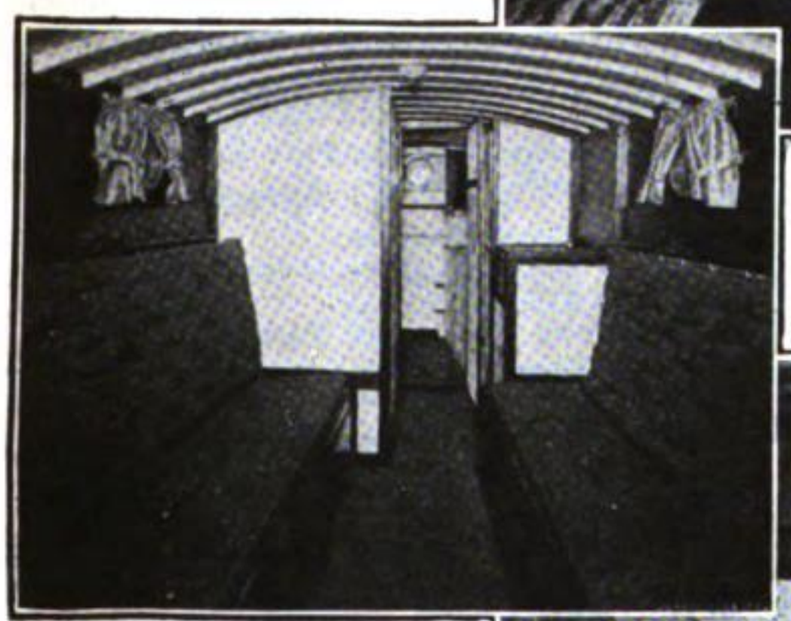
The WeeYacht is a bridge deck cruiser with the accommodations and privacy of a much larger yacht. It is furnished in single and double cabin models.



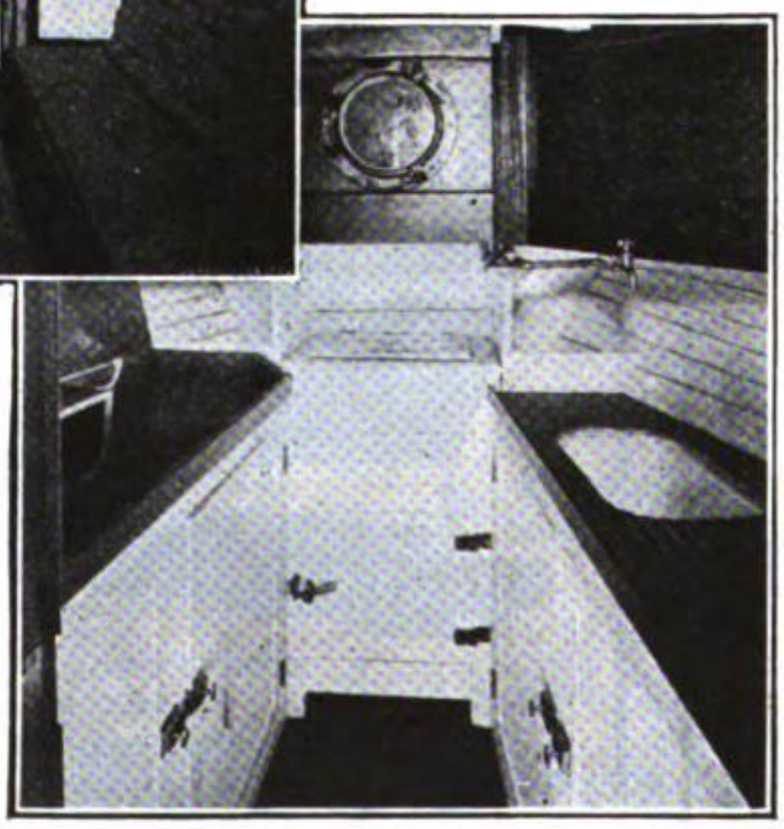
All operating controls are located on the starboard side of the bridge. You have perfect vision to all points from bridge. Engine and fuel tanks are below the bridge deck.



View of the two after staterooms. Note the real large size beds. Private lavatory is located between the two state rooms.



The forward cabin furnished with pullman berths sleeping four. This cabin has a separate lavatory located on the port side.



View of the galley just forward of the main cabin. The galley is fully equipped and entirely enclosed.

The after cabin has two separate staterooms, sleeping three people, and the saloon forward sleeps four people. Both cabins have separate lavatories. Different arrangement for the aft cabin is optional. Galley is forward of the main cabin. The bridge is covered and equipped with glass windshields.

The WeeYacht is unusually strong in construction and is thoroughly seaworthy. Your desire for speed is limited only by your choice of engines.

Write today for detailed specifications and arrangement plan.

Also builders of the Chance TOMBOY, a 32-ft. moderately priced, family runabout. Speed 21 miles with 50 H.P. and 25 miles with 90 H.P.

CHANCE
Marine Construction Co.
ANNAPOLIS, MARYLAND

South Florida Distributors:
EWING EASTER
Cocoanut Grove, Florida

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QUALITY PRODUCTS

SINCE 1853

Known the world over for quality and durability

Letters testifying as to the merits of our products reach us every day. One recently received from the Multnomah Lumber & Box Co., Portland, Oregon, states:—

"We were very much elated in hauling up our Steamer the 'DAISY FREEMAN' at this time, after being almost 21 months in salt water, to find her hull in perfect shape. We feel that this perfect preservation of under water timber is due largely to the fact that we have been constant users of Woolsey's 'Best' Copper Paint."

Copper "BEST" Paint
Tungspar Varnish (Will not turn White)

Copper Oleate Fish Net Preservative
Adamant Deck Paint

C. A. WOOLSEY PAINT & COLOR CO.

JERSEY CITY, N. J., U. S. A.

"The One Real Safe Way to Call Through Fog, Storm or Traffic"

The FEDERAL ELECTRIC SIREN gets **instant** attention. It is the recognized Marine call —in use everywhere.

Your Boat should have one. Made in 6, 12, 18, 24, 32, 110, 220, or 250 volts.

TYPE "A"
$50.00
COMPLETE

Operates either A. C. or D. C. Copper, Brass, or Nickel on Copper or Brass Finish. Price, only $50.00. Send coupon today. Be sure to give voltage desired.

FEDERAL ELECTRIC COMPANY,
8700 S. State Street, Chicago, Ill.

Send Type "A" FEDERAL SIREN, $50.00 complete, for .... volts, and if not pleased I will return it prepaid for credit.

Name .....

Address .....

City ..... State ..... (MB-6)

Safety First
Demands a Full 100% Reverse Speed
The New Syracuse Gear Gives It!

THE new Syracuse Reverse Gear gives a full 100% reverse speed. It is the crowning achievement of twenty years' leadership in manufacturing reverse gears. It gives you safety advantages on your boat equivalent to the four-wheel brakes on an automobile.

Write for Further Particulars and Prices

SYRACUSE GEAR COMPANY, INC.

Specialists in Gear Manufacturing for the Past Twenty Years

101 S. Townsend St. Syracuse, N. Y.

Southern Representatives:
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BE COMFORTABLE

In order to enjoy your outing you ought to have a couple of our Detachable Folding Seat and Back Rests in your boat which will insure comfort and pleasure, no backaches. These Back Rests are made in two styles and are used as standard equipment by many of the boat builders. Grade B, $4.00; Grade C, $2.75. Special prices to trade in dozen lots or more.

SIXTH CITY SPECIALTY & MFG. CO.
1415 West 9th St., Cleveland, Ohio

Advertising Index will be found on page 192

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This Is What You'll Say

when you own a BABY CAR

LANGLEY PARK
HYATTSVILLE, MARYLAND

April 28th, 1926.

Dear Mr Lyon,

Many thanks for your letter of April 24th. Needless to say, the boat continues to run like a clock and give great satisfaction. A week or so ago we ran down the Potomac River 66 statute miles measured on the chart in 91 minutes, never running the motor more than 1250 or 1300 r.p.m. The tide was about last of ebb, but I think we had a little assistance from it.

I think I can truly say that during the twenty five hours or so in which I have run the boat she has created a sensation on a stretch of water that has probably never seen anything like her.

I am delighted beyond words with her performance, and, if she can continue to perform like this, I can say no more than that I am deeply grateful to Mr Gar Wood for having produced such a craft

Yours sincerely,

F. H. McCormick-Goodhart.

For Demonstration Communicate With

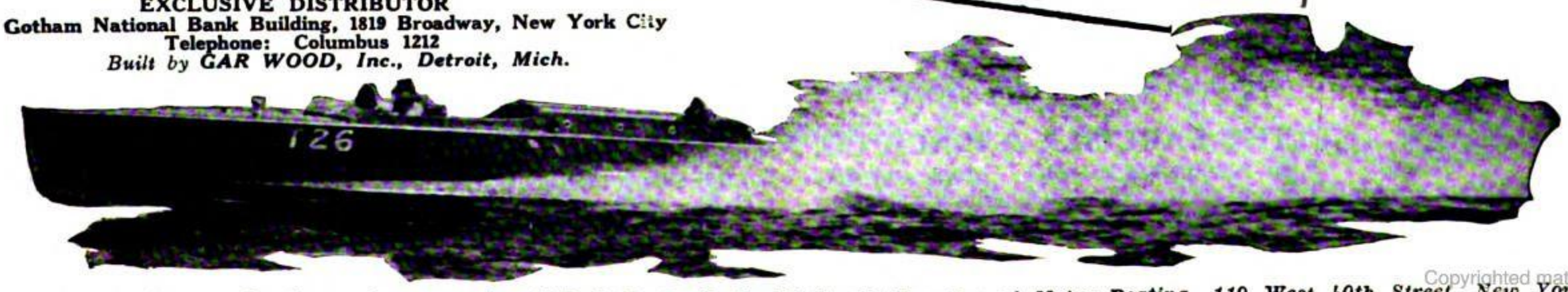
HOWARD W. LYON

EXCLUSIVE DISTRIBUTOR

Gotham National Bank Building, 1819 Broadway, New York City

Telephone: Columbus 1212

Built by ***GAR WOOD, Inc., Detroit, Mich.***



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32-FOOT STANDARDIZED

"KOBCOS KRUISERS"

32' long, 9' beam, 29" draft. One man control. Sleeps four. 5' galley with sink, ice box which fills from outside, and Prest-O-Lite stove. Large toilet with lavatory, mirror and medicine chest. 3" clear spruce keel, ¾" cedar planking, lap strake. Mahogany cabin and ventilating windshield with electric windshield cleaner. Trunk cabin 6' 2" clear headroom. Forward cockpit seats four persons. Hinged awning aft for fishing. After cockpit fully enclosed by khaki curtains.

Complete Hull, fully equipped, $4500

Speed 18 miles per hour, 100 H. P. Kermath Motor	$6050
Speed 23 miles per hour, 150 H. P. Sterling Sea Gull Motor	8100
Speed 28 miles per hour, 200 H. P. Hall Scott Motor	8450
Speed 30 miles per hour, 220 H. P. Cross-Kysor Motor	6600

or Make of Motor Optional

Above prices afloat at Fair Haven, N. J.

Boats Ready for Immediate Delivery

Sales Office:
17 Battery Place, Room 2429, New York, N. Y.
Phone: Whitehall 2472

KOTICK BOAT COMPANY
RED BANK NEW JERSEY

Pennsylvania Distributer:
Harold C. Anderson, 532 Widener Bldg.
Philadelphia, Pa.

MARINOBILE

The FORD Powered Motor Boat

Has proven during the past season that it can go and keep going for any length of time under full load in sizzling hot summer weather without having overheating or lubricating trouble. Saying this, is saying a lot.

Two sizes: 16'9" model, $995; 18' model, $1185 f. o. b. Kearny, N. J.

Created more favorable comment than any other motor boat at the late New York Motor Boat Show.

T. J. BUTLER

SHOWROOM AND SERVICE STATION:
470 PASSAIC AVE. KEARNY, N. J.

6 Volt
12 Volt
32 Volt
110 Volt

HIGH EFFICIENCY SEARCHLIGHTS

Arc or Incandescent

Here's a light that floods your course with the brilliance of the sun. Brings out objects as celar as you would see them by day.

These searchlights, manufactured of non-corrosive materials, not only make for safety, but also add snap to the appearance of any boat.

STURDY BRONZE FITTINGS
SPECIAL GLASS MIRROR REFLECTOR
Size: 7" to 60" diameter.
6, 12, 32 Volt Incandescent Searchlights.
110 Volt Arc or Incandescent Searchlights.

Illustrated literature sent promptly upon request

THE CARLISLE & FINCH CO.
261 East Clifton Avenue Cincinnati, Ohio

Carl G. Fisher to Promote Racing in East

(*Continued from page* 11)

actively interested in racing in New York, as he has been at Miami Beach, Florida for many years, will make it possible to develop the sport in the east in a way which up to the present has been impossible. Mr. Fisher's activities in connection with racing in Florida are well known. He first suggested an dstarted racing at Miami Beach over ten years ago, being a pioneer in the sport in the south. The Annual Regattas at Miami Beach have grown in size and importance until now they are known over the entire world. Many other yachting localities in Florida have followed Mr. Fisher's lead until now we find that State leading all others in motor boat racing.

Of the boats building for this year's Gold Cup Regatta, we find many new and interesting ones. The Purdy Boat Company of Port Washington, Long Island has seven under construction. Mr. Fisher himself has three new boats, one a Gold Cup challenger, one for the Dodge-Sweepstakes Class and one for the one and a half liter International class, a race for which will be held at the Gold Cup Regatta this summer. Caleb S. Bragg has two new boats under construction, one for the Gold Cup and one for the Dodge Sweepstakes class. In addition to these, Mr. Bragg will probably have his two-time Gold Cup winner, Baby Bootlegger, in commission. Running Wild, another of Mr. Bragg's Gold Cup boats which was not perfected in time to compete in the 1925 events, is now being put in commission and will probably be ready for the starting signal. Richard F. Hoyt of New York has a Gold Cup contender nearly ready for her trial trips. Mr. Purdy is also building a 1½ liter boat for D. P. Davis of Tampa.

From Detroit, rumors are heard of several fast race boats under construction and from present indications this city, which so long held the Gold Cup but lost in 1924 to New York boats, will make a very serious effort to win it back again at Manhasset Bay this summer.

George F. Crouch of the Horace E. Dodge Boat Works has at least one new boat under construction for Mr. Dodge. In addition, it is probable that at least one of Mr. Dodge's 1925 boats will be in commission and able to make a much better showing than in last year's races. Nuisance owned by Mrs. Delphine Dodge Cromwell, another of Mr. Crouch's boats, is being made ready for the Regatta at the present moment. It will be remembered that Nuisance won the first heat of last year's Gold Cup races but was put out of the running in subsequent events, due to a broken shaft.

Chris Smith of Algonac, Michigan has issued a challenge for the Gold Cup and while no definite announcements have been made from Algonac as to the progress which is being made on the new Smith challenger, yet no doubt it will be very fast. It is also rumored that Mr. Smith has at least one other Gold Cup challenger under construction and it is also probable that Colonel J. G. Vincent of the Packard Motor Car Company will have an entry.

A newcomer this year in the Gold Cup event will be Walter P. Chrysler, who is having a boat built for him at Jacobs Yard at City Island. This boat will be powered with two Chrysler engines and will, without question, be the only twin screw job in the race.

George H. Townsend has challenged from the Indian Harbor Yacht Club, of Greenwich, Connecticut and has named his boat Greenwich Folly as the challenging craft. Frederick K. Lord has designed a new boat for L. Gordon Hamersley which craft is now well along to completion.

Reports have also been received from Philadelphia and Baltimore of two Gold Cup boats under construction in these cities which will be sent to the Manhasset Bay races.

Of the older boats that are available for this year's races, such craft as Baby Shadow, Miss Columbia, Baby Bootlegger, Baby America II, Miss Tampa and others will probably race.

It is quite probably that ports in Florida will have at least two entries. Commodore William McP. Bigelow of Palm Beach has also announced his intention of entering Palm Beach Days which is owned jointly by himself and Commodore Alfred H. Wagg of the Palm Beach Yacht Club. Another boat from Florida is Sara-De-Sota, owned by Forrest Adair of Sarasota. This boat will be handled by Fred Blossom who entered his craft in races last winter at Tampa and St. Augustine but due to the fact that the boat was only received from her builders the day before the Tampa Regatta, they did not have sufficient time to get her in proper running condition. Reports which have reached us recently from Sarasota indicate that this boat is now travelling very fast.

Advertising Index will be found on page 192

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The Whole Distance in a Mullins Steel "Outboard Special"

Some Cruise!

Pulling ashore in Mobile Bay

On the Ohio River above Marietta

Our start at Wellsville, O.

"We started at Wellsville, Ohio and cruised leisurely down the Ohio and Mississippi Rivers all the way to New Orleans; thence through Lake Pontchartrain and along the Gulf to Pensacola, Fla., and back again.

A summer of mild adventure through many sunlit days and salubrious nights freighted with the fragrance and romance of the southland.

Happy stops ashore, occasional epicurean meals, charming people met, good fishing all the way. Our little craft always steering straight, riding high and giving us a sense of safety because we knew she was all steel and couldn't burn, leak or sink."

This describes a trip of Dr. G. P. Buffett of Cleveland, Ohio, in his Mullins "Outboard Special."

With 75,000 of these steel boats in commission, fancy the fun their owners will have with them on all the navigable waters of North America this summer.

To all who are interested in pleasure craft we want to send the whole interesting story of Mullins Steel Boats, description of the various models for fishing, hunting, rowing or cruising, and their reasonable prices.

A One-Way Ticket To Summer Delights

MULLINS BODY CORPORATION
BOAT DEPT.
504 Depot St., Salem, Ohio

Gentlemen:
You may send me further information on your boats.

Name_____

Street and No._____ (or R.F.D.)

City_____ State_____

MULLINS
STEEL BOATS

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For Permanency Use KUHLS' ELASTIC SEAM COMPOSITION

CAULK the deck seams with Kuhls' Elastic Seam Composition and fill the hull seams with Kuhls' Glazing Composition and your boat is water-tight for nearly twelve years, under all kinds of weather conditions. The original elastic and adhesive qualities are retained indefinitely compensating for the swelling and shrinking of the planking. The U. S. Government, motor boat, yacht and ship builders everywhere use Kuhls' Elastic Seam Composition because of its better quality. Five Colors: White, Gray, Yellow, Black and Mahogany.

OTHER KUHLS' MARINE PRODUCTS

Elastic Flat Yacht White — **Elastic Deck Varnish**
Elastic Gloss Yacht White — **Elastic Trowel Cement**

Carried in stock by Marine Supply Dealers, Ship Chandlers and Hardware Dealers

Write today for literature

H. B. FRED KUHLS, *Sole Manufacturer*
Established 1889
65th St. and Third Ave. Brooklyn, N. Y.

ELASTIC TRADE MARK SEAM-COMPOSITION

TANKS

FOR STORAGE OF
GASOLINE, OIL or WATER
MADE TO ORDER
OF ANY SIZE OR SHAPE REQUIRED
RIVETED OR WELDED SEAMS

Rudders, Stacks, Special Work

L. O. KOVEN & BROTHER, INC.
154 OGDEN AVE., JERSEY CITY, N. J.

THE KROH

KROH BOAT TOPS

Used by Chris Craft Purdy Boat Co. John Hacker and others.

KROH TOPS are made right and fit right. Honest work and best grade of materials have made Kroh Tops the choice of America's best known runabout builders and designers. Send for our catalog showing a complete line of Boat Tops, Spray Hoods, Life Preservers Cushions and Pillows.

C. Z. Kroh Mfg. Co., 1920 Linwood Ave., Toledo, O.

Yard and Shop

(*Continued from page* 56)

McNab Corp. in Yonkers

Word has been received that the McNab Corporation as well as its subsidiary companies, the McNab Company and the McNab Kitchen Rudder Corporation, formerly of Bridgeport, Conn., have relocated, and now occupy new offices at 1 Bright Place, Yonkers, N. Y. New York City display rooms are maintained at 200 Fifth Avenue.

Fellows & Stewart Expand

The well-known boat building firm, Fellows & Stewart of Wilmington, Calif., have made extensive changes and additions to their plant, and are now commencing the erection of another two-story building in which they hope to take care of the increased demand for Fellows-Craft. During the last season, they turned out sixteen of their 32-foot boats, seven of the 26-foot boats and several hundred small boats, and at that did not have enough to go around.

Corinthian Yacht Club Growing

The plans for conducting the President's Cup Regatta at Washington have made it necessary to expand and accommodate an increased membership in the Corinthian Yacht Club. Many improvements have been submitted to the Board of Trustees for approval, and include plans for dredging the entire club basin and its approaches to a depth of 8 feet at low water. Plans for the rebuilding of 260 feet of wharfage, and 250 feet of bulkhead. Also for providing additional berth space to handle the increased membership, and for the construction of a new marine railway, capable of hauling boats up to 75 feet. A design for the President's cup is now in the hands of the Committee, and rapid progress is being made in organizing the entire club membership to handle the coming Regatta.

A Portable Boat

A complete motorboat fully capable of carrying the average family anywhere they may wish to go on the water. Yet this entire outfit—boat and motor—can be conveniently carried on the running board of any car. The boat is made by the King Folding Boat Company of Oakland, California, and propelled by a Super Elto Outboard Motor.

The motorist can now park his car on the shores of any lake or waterway and in a few moments have a complete motorboat of his own in the water. With his family, he can cruise and explore to his heart's content. Then it is a simple matter to park his Super Elto and his King Canvas Folding Boat on the running board and proceed overland to other interesting places.

The convenience and pleasure to be had from this combination will instantly appeal to every motorist. It opens up a thousand new avenues of pleasure for the motor tourist.

New Offices Opened

Eldredge-McInnis, Inc., have opened their new offices located at 160 State Street in Boston, where they intend to carry on a general yacht designing, engineering, and brokerage business. Albert E. Eldredge was formerly the Vice President and General Manager of the George Lawly & Son, Corp., at Neponset, Mass., while Walter J. McInnis, was Chief Naval Architect and Assistant General Manager of the same company. They have a large and complete list of sail and motor yachts on their brokerage lists, and will be glad to communicate with people interested in any of these. They have arranged to act as New England representatives for Henry J. Gielow, Inc., of New York.

New Inland Route Survey

Colonel E. Lester Jones, director of the Coast & Geodetic of the Department of Commerce, has directed Lieut. L. C. Wilder to make a complete examination and survey of the inland waterway from Charleston to Key West. Arrangements have been made to secure a boat which will take the survey party over the route, under the same conditions met by motorboatmen on this trip. Detailed information will be secured of all changes in the route, new aids to navigation, improvements in harbors, availability of supplies, and similar matters, which promote the safety for small boats. The new route across Florida via Lake Okeechobee, which cuts several hundred miles to the western coast, will also be investigated. The results of this survey will be incorporated in a new edition of the Inside Route Pilot, which will be ready in time for the winter migration next fall.

(*Continued on page* 186)

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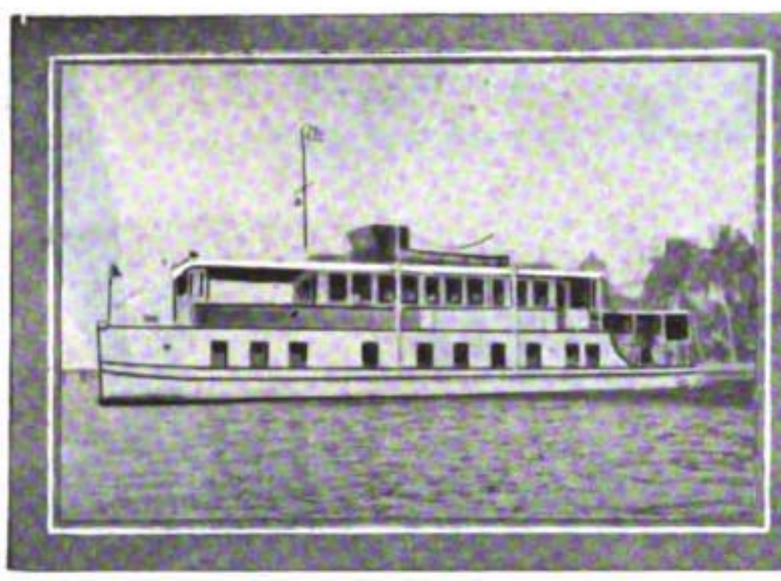
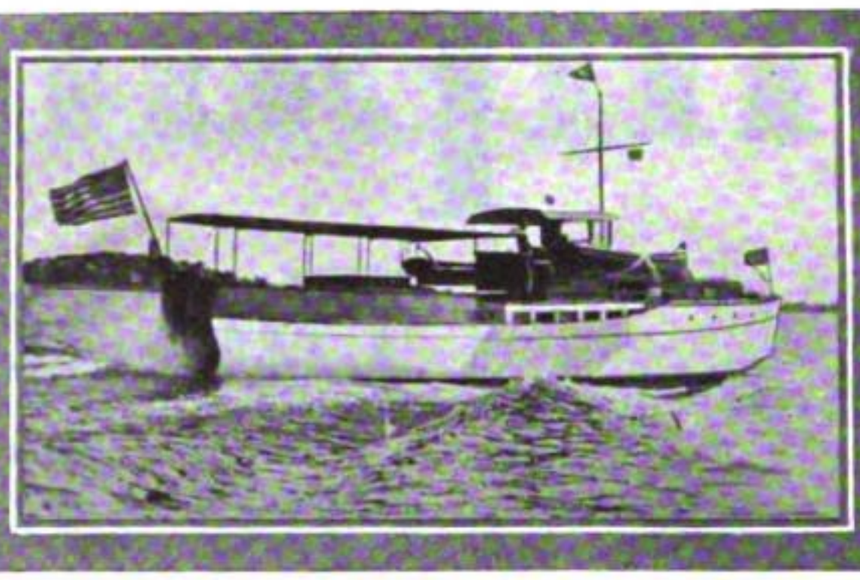
Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE



"Golden Days," 70x18½-foot houseboat, with twin-screw Big Chief 50-60 H.P. power plant, each engine turning 22x24 propeller 900 R.P.M. Owner, James Elveson, Jr., Philadelphia, Pa.

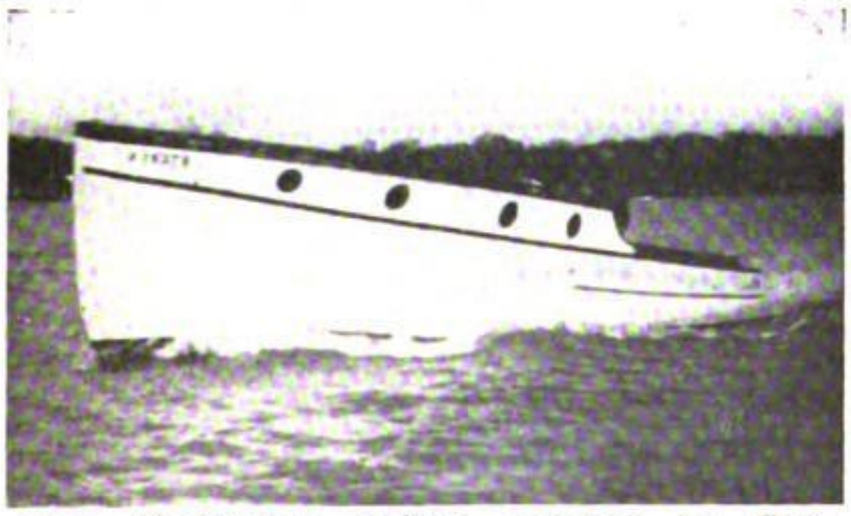


"Osprey," a 30-ton, 58x13-foot double cabin cruiser, powered with a pair of the reliable Big Chief THOROBREDS. Owned by Sam Haigh, Boston, Mass.

65x16-foot heavy cruiser tug used by the Chicago Sanitary District. Powered with one SIX-cylinder Big Chief Special 110-150 H.P. Red Wing, swinging thirty-inch wheel.

Workboat with ample power for every emergency. Owned by Scott's Boat Livery, Parry Sound, Ont., Can. Power plant, Big Chief 50-60 H.P. Red Wing.

"Dartnell," 45x11x3½-foot cruiser, owned by J. C. Aspley, Chicago. Makes 12 M.P.H. with Big Chief Special 75-90 H.P. THOROBRED.



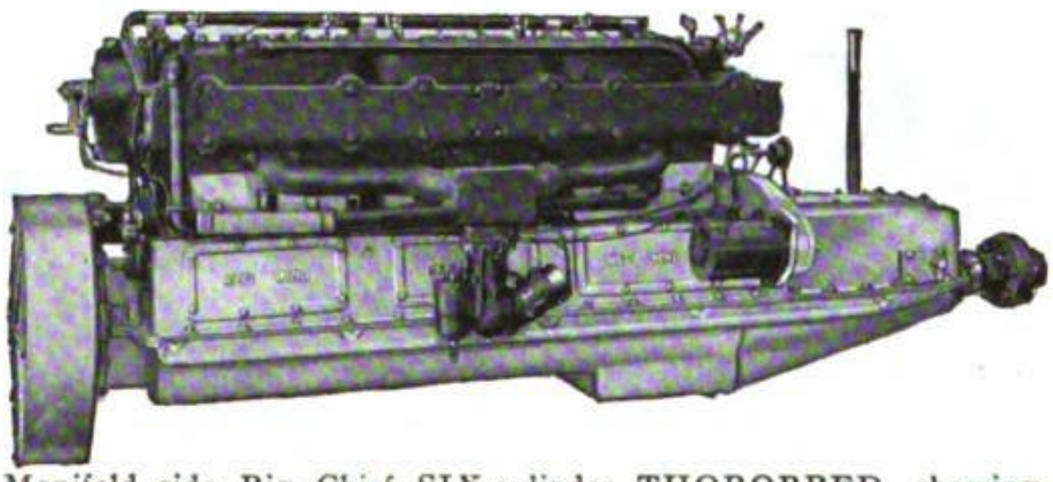
Fast 32x9½-foot cruisers operated by Capt. Truesdale of the Jungle Boat Co., St. Petersburg, and powered with Big Chief Red Wings. Ten of these boats in operation.

TYPICAL
BIG CHIEF THOROBRED
POWERED BOATS

More and more owners of larger craft are coming to realize the super-adaptability of Big Chief Red Wing power, with the abundant power, absolute reliability and freedom from adjustment which these engines provide.

Big Chiefs are primarily cruiser engines, although their extra rugged design and construction fit them equally well for commercial boat use. Two sizes in both the four- and six-cylinder models, with twin-screw arrangements of any size as desired, permits Big Chief power for a wide variety of craft. Those illustrated herewith are indicative of the types of boats which Big Chiefs are powering so satisfactorily.

Other THOROBRED sizes from 7 H.P. and up for tenders, runabouts, fishing boats and auxiliaries. What are your needs? We will gladly recommend the proper Red Wing and send full particulars. Write us today.



Manifold side Big Chief SIX-cylinder THOROBRED, showing Pur-O-lator equipment which is regularly furnished. These engines have SEVEN-bearing 2⅝" crank shaft; pressure lubrication throughout, with patented submerged type Red Wing oil pump; double ignition system and positive starting outfit. Built medium duty or high speed, and furnished in true pairs for twin-screw service.

12 Thorobred Sizes from 7 to 150 H.P.

2 & 4 Cylinder

Model KK 7-8 h.p. 2 cyl. 3¾ x 4¾
Model D 10-14 h.p. 4 cyl. 2¾ x 4
Model AA 18-24 h.p. 4 cyl. 3¾ x 4¾
Model F 28-36 h.p. 4 cyl. 4 1/16 x 5
Model B 32-40 h.p. 4 cyl. 4½ x 5
RED TOP 40-50 h.p. 4 cyl. (high speed) 4½ x 5
BIG CHIEF 50-60 h.p. 4 cyl. 5 x 7
BIG CHIEF SPECIAL 75-90 h.p. 4 cyl. 5¾ x 7

6 Cylinder

BB SIX medium duty 50-75 h.p. 6 cyl. 4½ x 6
BB SIX high speed 80-110 h.p. 6 cyl. 4½ x 6
BIG CHIEF SIX 85-110 h.p. 6 cyl. 5 x 7
BIG CHIEF SPECIAL SIX 110-150 h.p. 6 cyl. 5¾ x 7

New 1926 catalog describing all sizes now ready.
Write for your copy.

RED WING MOTOR CO.

Dept. B Red Wing, Minn. U. S. A.

Eastern Distributors: W. H. Moreton Corp., 1043 Commonwealth Ave., Boston, Mass.—Verrier, Eddy Co., 222 E. 42d St., New York City—W. E. Gochenaur Mfg. Co., 631 Arch St., Philadelphia, Pa.—F. B. Eisenbrandt, Foot of Light St., Baltimore, Md.—Hutchinson's Boat Works, Alexandria Bay, N. Y.

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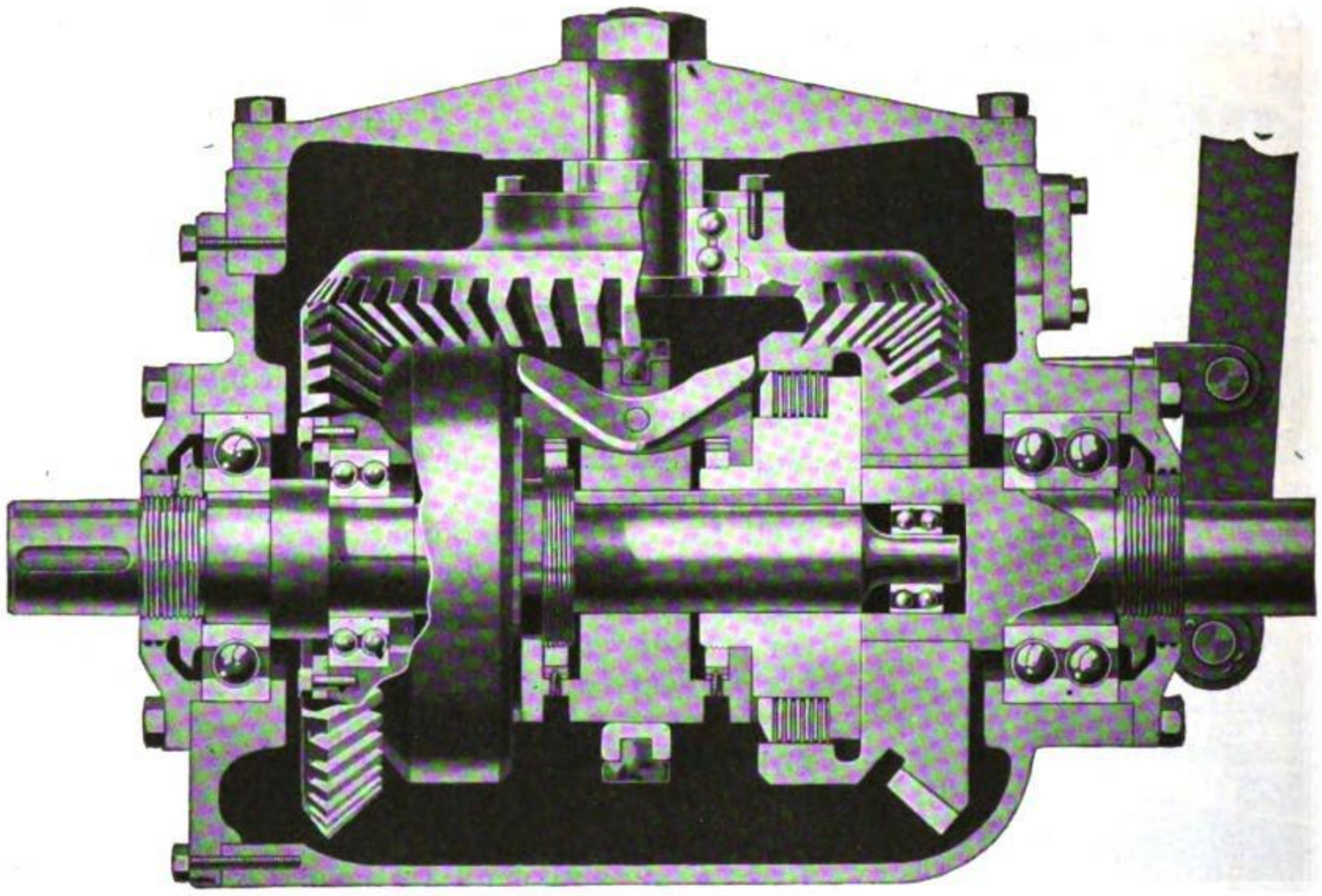
Compare

The Strength and Simplicity



McKinnon Reverse Gear

THIS is the reverse gear that you are hearing more and more about. It is so different in design and performance from the prevailing types of reverse units. So much stronger in construction and so much simpler in design that its life is longer than the engine itself.

No other reverse gear will operate indefinitely with efficiency equal to the McKinnon. Under full load it will run in reverse indefinitely, without overheating, and deliver 97% of the engine efficiency to the propeller. It has no small working parts to wear out. Three large bevel gears and a multiple disc clutch are the principal parts. You can shift from forward to reverse instantly without harm to the mechanism. It engages smoothly, holds firmly and operates quietly. All revolving parts are mounted on S. K. F. ball bearings and operate in a shower of oil.

Write today for description and price, giving details of your engine, including R. P. M. and H. P.

The McKinnon Iron Works

ASHTABULA **OHIO**

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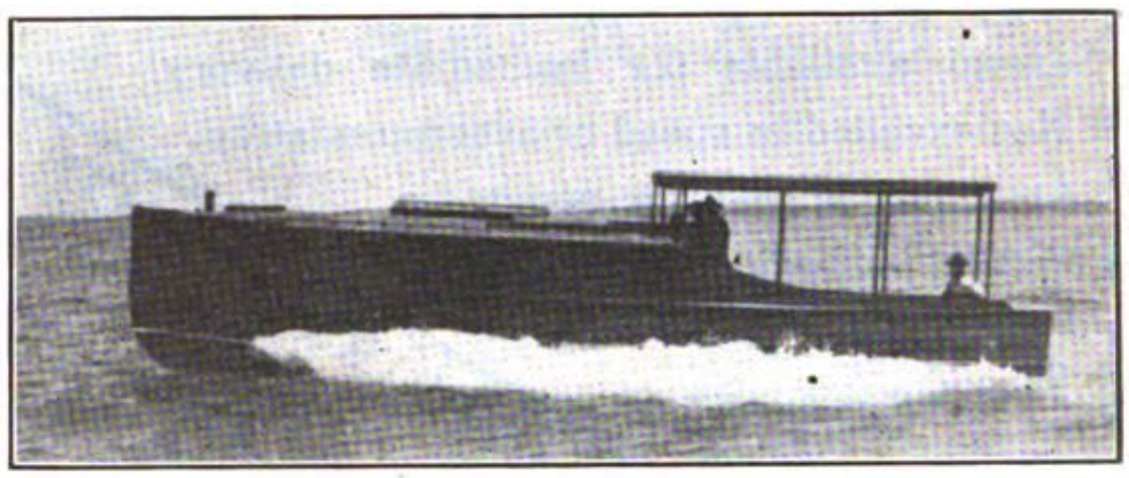
ESTABLISHED 1858

CUTHBERT BOATS

HAVE GIVEN SATISFACTION for 68 Years

Greatest Boat Values Ever Offered

Improved and Better



Cuthbert 36 ft. cruiser on trial trip

Keels
Bronze Bolted

Planking
Copper Riveted

Mahogany Finish

Salt Water Outfit

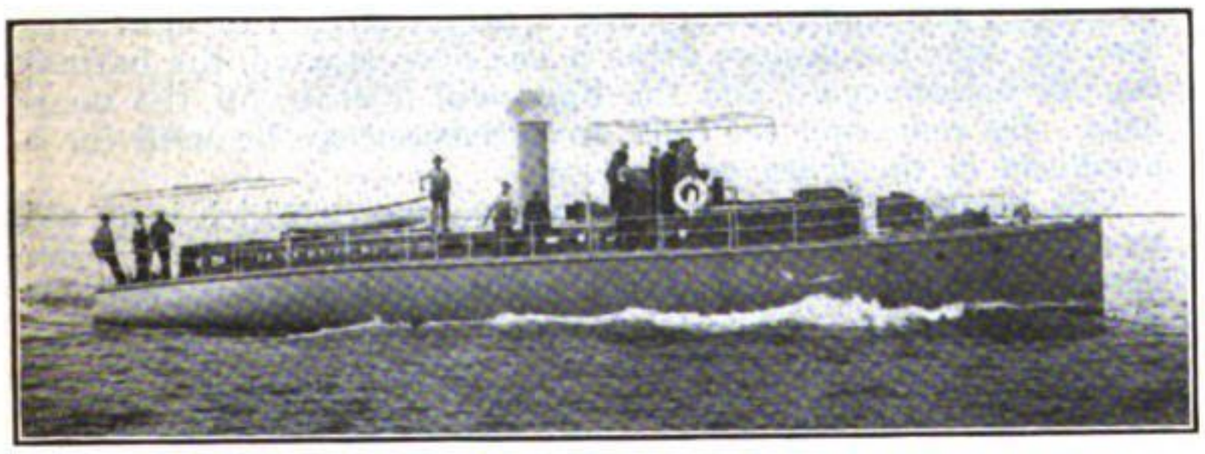
Low Overhead, Low Sales Cost, Modern Methods and Experience

Make Possible These Extraordinary Prices

28′x8′ Raised Deck Cruiser, 20 H.P. Kermath Engine, Complete - $1980
34′x9′ Trunk Cabin Cruiser, 35 H.P. Kermath Engine, Complete - $3400
38′x10′ Trunk Cabin Cruiser, 65 H.P. Kermath Engine, Complete - $4800
48′x10′4″—Fore and Aft Cabin—Bridge Deck Cruiser, 65 H.P., Complete, $5800

Also 38′ Houseboat Cruiser and 30′ and 20′ Sailing Yachts
Other Suitable Engines, More Power If Desired

CUTHBERT CONSTRUCTION SHOPS are open for YOUR INSPECTION. YOU are welcome to come and see the boats in construction and satisfy yourself that we can give the AMAZING VALUE as QUOTED.



Cuthbert 75 ft cruiser on trial trip

This is not a case of what others can do, but what we are doing. And a little of your time given to inspection will prove to you the same as we have proved for thousands of boats in the past years.

Otherwise write us for full specifications and illustration of the size that you wish to consider purchasing.

We can but offer you the proof—it is up to you to see for yourself.

The A. G. CUTHBERT CO., Sandusky, Ohio

PLANT: FOOT OF FIRST ST. ***—A Taxi will bring you from Depot, in ten minutes***

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THIRTY SIX CRUISER

Several available for immediate delivery.
Not excelled in speed or accommodation.
Arranged to give six persons a
Perfect floating home.
Price remarkably low.
Your Opportunity.

$7,500.00

GREENPORT BASIN & CONSTRUCTION CO.
NEW YORK
Tel. 88 Greenport
Auto Route 25 or Long Island R.R.

The Runabout with snug cabin and toilet.

20 m.p.h.—20 inches draft
Scripps F-6 engine

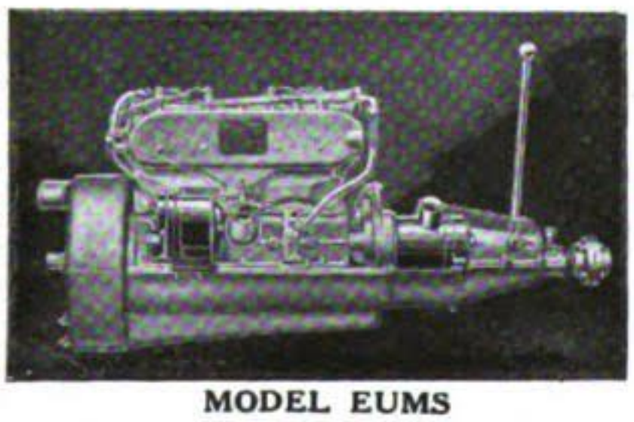
- UTILITY RUNABOUT -
$3600.00

CADYFOUR

A Superior Marine Motor with Universal Service

Duplicate Parts at Any Ford Service Station

Manufacturers of 2 and 4 cycle Marine Engines 1½ to 30 H.P.



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There Is a Cady Dealer Near You Write Today for His Address

Established 1883

C. N. CADY CO., Inc., 304-F Center St., Canastota, N. Y.

THE JOHNSON MARINE REVERSE GEAR

An Absolutely Reliable Gear

is a big factor in the satisfaction you derive from your motor boat. And absolute reliability means nothing less than a Johnson Gear.

Made in six sizes, from 1—50 H. P.

Write Department 25 for our Catalog.

THE CARLYLE JOHNSON MACHINE CO. MANCHESTER CONN

Yard and Shop

(*Continued from page* 182)

New Red Wing Six

The Red Wing Motor Company in bringing out their new Big Chief and Big Chief Special, six cylinder engines, have provided them with saltax aluminum for the base castings. Salt water will not corrode this material. An efficient manifold arrangement on these machines, permits hot water from the exhaust manifold to flow through the jacketed intake manifold. This results in very efficient use of fuel, which can be either kerosene or gasoline. In connection with the pressure feed lubrication system, a Pur-O-Lator has been added as regular equipment to these engines. This improvement will certainly reduce the wear on the internal parts, due to poor oil. These engines are built particularly for twin screw installation, since they are made in both right and left hand types.

Colonial Yacht Club Spreading Out

The Colonial Yacht Club, New York, which recently was forced out of its old home at 140th Street on the Hudson River, has arranged with the city authorities to erect a new fifty-thousand dollar club house on the Hudson River at 77th Street. This club has been much in the yachting limelight, during the last year or two, due to Commodore Jules Heilner's enthusiasm and interest in stimulating the boating sports. It is proposed to provide facilities at the club, which will be unsurpassed by any yacht club in greater New York. It will be accessible from the 79th Street entrance, to the new Riverside Drive Park. In addition there will be a boat yard located further up the river, where all the hauling and repair work on the boats can be readily undertaken.

Inter-Lake Adopts A. P. B. A. Rules

The Inter-Lake Yachting Association, at its Spring meeting at the Detroit Yacht Club, adopted for its racing rules for the present year, the motor boat and outboard rules, provided under the revised rules of the American Power Boat Association. The Detroit meeting was made interesting by an explanation by E. V. Rippingille, measurer of the A. P. B. A., on the revised cruiser rating rules, adopted by the association, and the delegates voted to adopt these rules for the Inter-Lake Association. More than 125 representatives and delegates attended the meeting, and established a record for attendance at Detroit meetings, and made the opening of Commodore Schantz' administration most auspicious.

Electric Light with the Sport Twin

One of the most interesting developments in outboard motor design makes its initial appearance on the 1926 Champion Evinrude Sport Twin. This is a complete electric light unit with switch and reflector built right into the timer lever of the motor.

It is not difficult to see why it was thought necessary to add this feature to the many comforts and conveniences now included on outboard motors. With this light the outboard motor fan no longer has to grope blindly when he wishes to start the motor at night. Daylight safety is his for nighttime cruising.

The early hunter or the returning fisherman plugs in with the 6-volt Evinrude battery and a bright stream of light falls directly over the motor; after it has been started, the battery can be disconnected and the light will operate off the magneto. By removing the bulb an extension can be used for a headlight in the front of the boat.

This headlight is a new Evinrude accessory which is an aid to all those out on the water at night. Its sure steady beam cuts a sixty foot path of safety through the darkest night. It can be focused to right or left, up or down. The light operates from either the magneto or battery.

Although the application of new discoveries in the relation of the pole pieces to the magneto has increased the spark of the Evinrude magneto 30 per cent, to make starting as nearly instantaneous as possible, the 1926 Sport Twin has dual ignition, from either the magneto or the 6-volt Evinrude battery. This is Ford type ignition with a high tension jump spark of 13,000 volts. The battery may be plugged in or withdrawn just as easily as a radio loud speaker. When the motor is running, the operator switches from battery to magneto by simply withdrawing the plug without missing an explosion. The same battery is used for lighting when the motor is not in operation.

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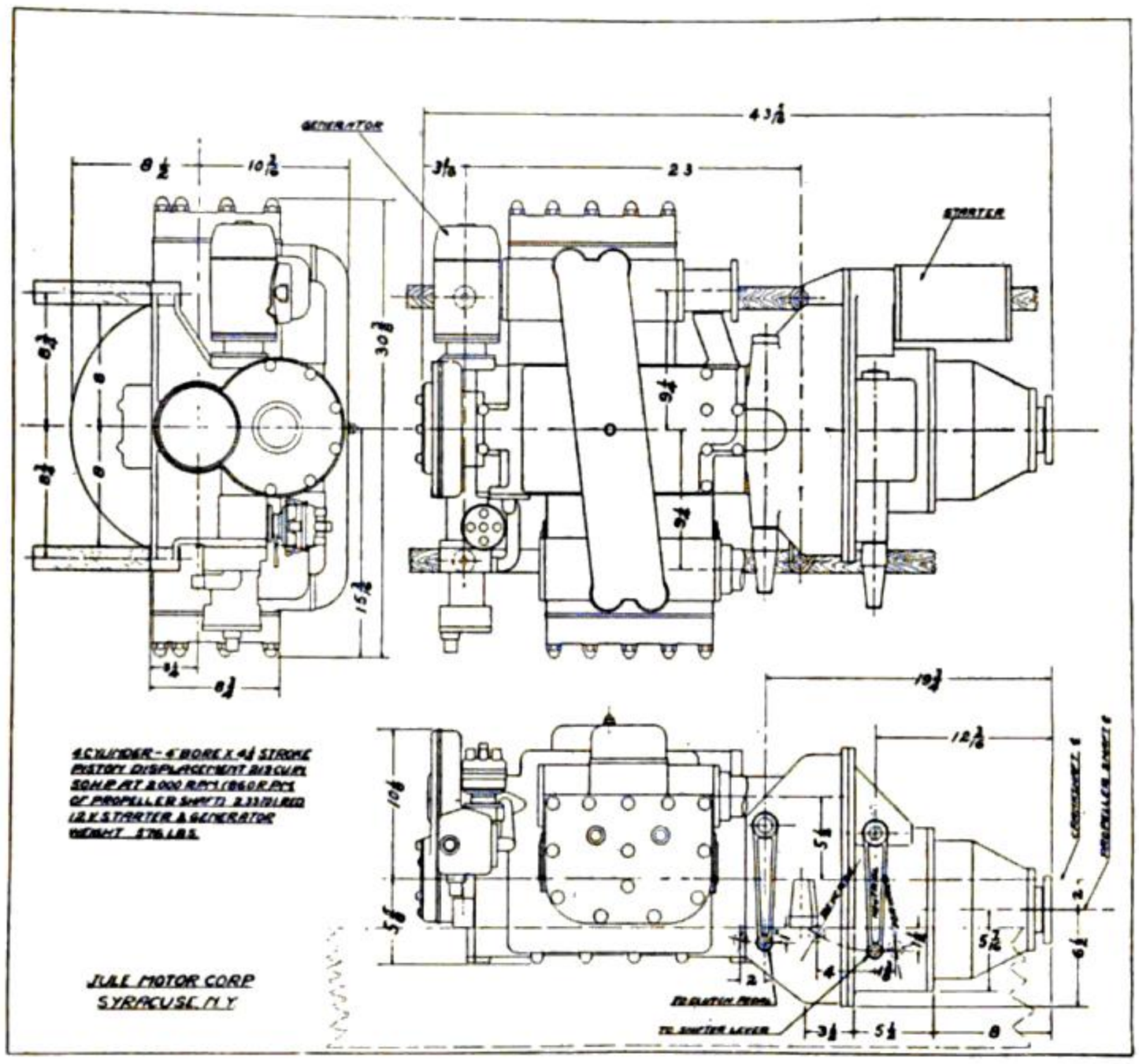
50 REAL HORSE POWER


GENERATOR
STARTER
4 CYLINDER - 4" BORE X 4½ STROKE
PISTON DISPLACEMENT 201 CU.IN.
50 H.P. AT 2,000 R.P.M. (860 R.P.M. OF PROPELLER SHAFT) 2.33 TO 1 REDUCTION
12 V. STARTER & GENERATOR
WEIGHT 576 LBS.
JULE MOTOR CORP.
SYRACUSE, N.Y.

at a Propeller Speed of only 860 R. P. M.

Recent events have conclusively proved that all cruisers and heavy boats positively require a slow turning wheel to function efficiently.

AN old adage says, "Coming events always forecast their shadows." Boat builders have already noticed the shadow. Why be the last to fall in line?

Why be satisfied with the speed of your boat when it can so easily be increased by installation of the Jule Opposed Motor with its quiet built-in internal reduction gear with 2.33 to 1 ratio?

A marked economy in gasoline consumption is achieved by use of the Jule Opposed Motor. The Jule Four, 50 h.p., uses less than four gallons per hour under wide open throttle conditions and proportionately less under ordinary cruising conditions.

Complete attainment of these results is inevitable with the new model Jule Opposed Motor and its built-in combination sliding gear and internal reduction gear unit.

When one realizes that all this really *available* power can be installed under the floor of the boat and yet be perfectly accessible, the wonderful advance of the Jule Opposed over other marine engines is easily appreciated.

The Jule Opposed Four, 50 h.p., costs only $800 and weighs but 576 lbs.

This new engine design is of a quality one would expect of this organization.

JULIAN S. BROWN
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HERBERT E. PAGE
2nd Vice-President

W. CHARLES LIPE
1st Vice-President

H. FOLLETT HODGKINS
Secretary and Treasurer

JULE MOTOR CORP.
SYRACUSE, N. Y.

JULE OPPOSED MOTOR

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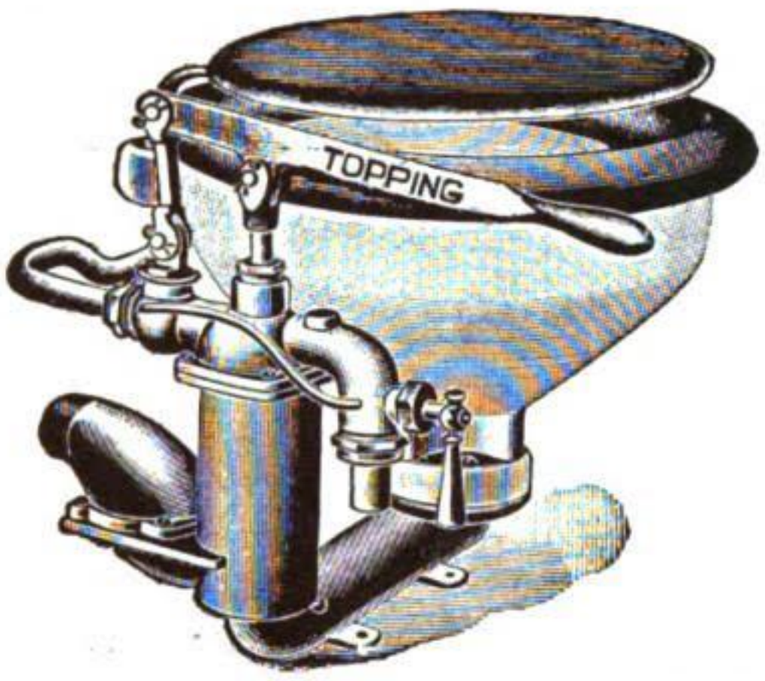
MARINE AND HEAVY HARDWARE



TOPPING SPECIAL CLOSET

For cruisers and where space is limited. Above or below waterline. Non-absorbent, vitreous china bowl. Metal parts of brass. Mahogany finished seat with nickeled hinges. ¾ in. supply, 1½ in. outlet. DIMENSIONS: Width, 17½ in. Top. of bowl, 11 in. Back to Front, 17 in. Height, 13½ in. Top of Seat, 13 in. Weight, 36 pounds.

List Closet $32.00
With two seacocks $38.00

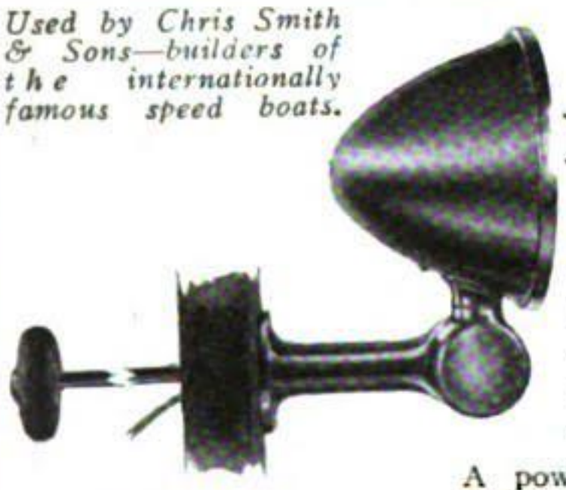
DISCOUNT TO BOAT BUILDERS

Everything for the boat except the gasoline.

Send for Catalog of Boat Hardware

TOPPING BROTHERS
159 VARICK STREET NEW YORK

Used by Chris Smith & Sons—builders of the internationally famous speed boats.



New Monte
Remote Control Driving Light

"Ideal motor boat light," "Most practical light devised," is the typical comment of yachtsmen everywhere.

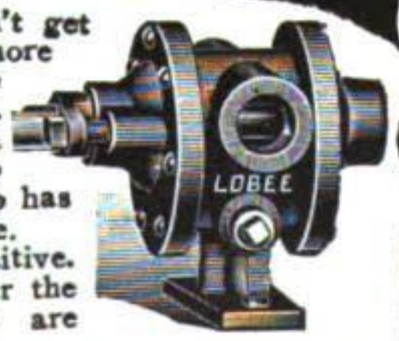
A powerful flood of undiffused light (with absolutely no glare) just where you want it, instantly adjustable to any angle. Easily mounted on any type of boat or cruiser in horizontal or vertical position.

Nickel Finish
Freshwater $17.75
Saltwater 19.50

Send cheque or money order—money-back guarantee

HAGGERTY BROS. & DAUBER
1357 FOSTER AVENUE TOLEDO, OHIO

LOBEE CIRCULATING & BILGE PUMP



You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from ⅜" to 1½" suction and discharge. Different designs for various types of drive and mounting made to order.

Write today for catalog and prices
Sold by Leading Dealers Everywhere

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.

Yard and Shop

(*Continued from page* 186)

A New Book By Loomis

Alfred F. Loomis, who will be remembered as the author of several books which have appeared in MoToR BoatinG from time to time, has just published a new juvenile story called The Bascom Chest. It is a lively, amusing and suspenseful story for young people. It has the always-popular theme of pirate gold, which is the birthright of romance belonging to Americans of Captain Kidd's coasts, but it is by no means a hackneyed tale appealing only to the naive and inexperienced. It is, on the contrary, a story so well done that the better literary taste a boy has (or his sister, who frequently likes "boys' books" best), the better he will appreciate just how good an adventure story Mr. Loomis has done. There are three older boys and a younger one; there is their uncle; there is the Maine coast; and there is a veritable treasure chest, which has adventures enough after its discovery to make up a story in itself.

Chris-Craft

A beautifully illustrated booklet has been issued by Chris Smith & Sons Boat Company, describing the beauties of Chris-Craft runabout of various types. Special attention has been paid to the illustrative material used in getting up the book, and the reproductions and the printing of the booklet represent the highest type of the printer's art, just as the boat is a fine example of boat building. The booklet is well worth sending for and keeping, and we feel sure that Chris Smith & Sons will be very pleased to send a copy to readers of MoToR BoatinG, if they will write to Algonac, Mich., for it.

Changes in Eisemann Staff

Edward J. Coggins who for the past four years has acted as Credit Manager joins sales staff of Eisemann Magneto Corporation. Coggins will cover south-eastern territory. Stephen M. Cargill, Jr., becomes Credit Manager. Cargill is a former credit investigator for R. G. Dun Commercial Agency.

Boats Finished in Duco

After months of experimenting and testing under every condition of heat and cold, the Boyd-Martin Boat Company, of Delphi, Indiana, announce that all their models of wood and steel row and outboard motor boats for 1926 will be finished in genuine Duco or Lacquer, giving an enduring luster and finish never before offered in small boats.

Many obstacles had to be overcome in adopting this new finish, especially for wood surface boats, but the results, in providing an elastic sun and weather proof finish free from chipping and peeling was well worth the effort.

Other distinguishing features in these boats are the perfect balance, ease of rowing, steering, etc., which is obtained by building each boat over a permanent mold; use of genuine Red Tide-water Cypress or Copper-Alloy steel for all water surfaces; all joints impregnated with oil to resist moisture and decay; unusually rigid construction with full length, double-locked ribs, etc. All wood boats are built on the smooth plank principle.

A beautiful new book describing the advantages of all these features in a complete line of seven popular priced models has been prepared and will be sent free to those who ask for it. Boats are all sold direct from factory to user under an unconditional guarantee.

Making Tight Seams

A dealer in marine supplies states that over half of the leaky-boat problems reported to him are leaks along the garboard seam.

There is a general tendency among motor boat owners to caulk this seam to excess, driving in caulking at one leak thus opening another place along the same seam. This gradually spreads the plank away from the keel until no caulking can be kept in the seam.

Soft Marine Glue and a strip of heavy cotton or canvas will overcome the difficulty in most cases and often save the expense of a new plank or other costly repairs. The Marine Glue is melted and painted over the seam about two inches on each side. The strip of cotton is put over the Marine Glue and a warm flat iron applied which brings the Marine Glue through the cloth, sealing it tightly to the boat over the seam. A coat of paint will cover the strip so it can hardly be seen and your boat will be dry for many seasons.

All underwater seams may be treated this same way and will save you the Spring drudgery of reputtying.

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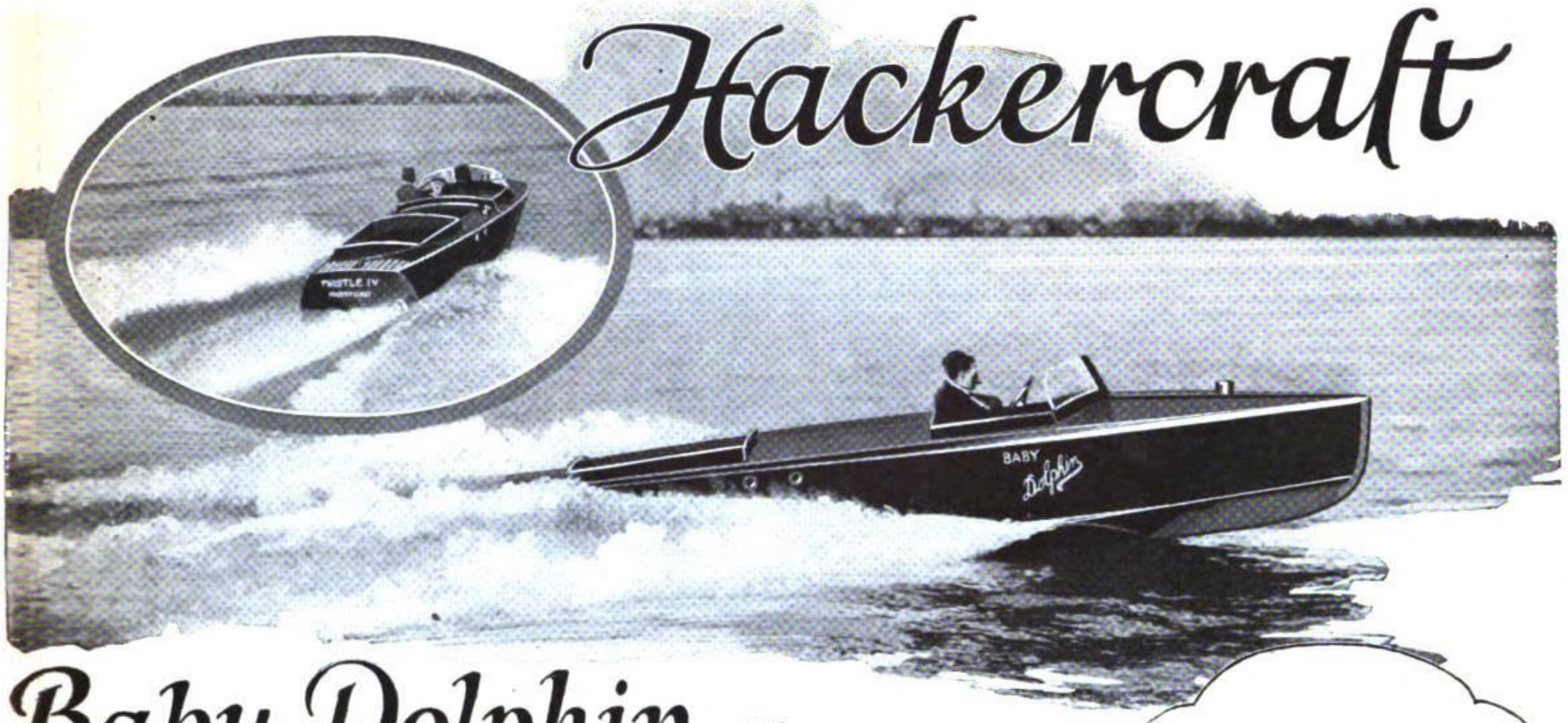
Hackercraft



Baby Dolphin -
Fastest Stock Runabout of it's Price

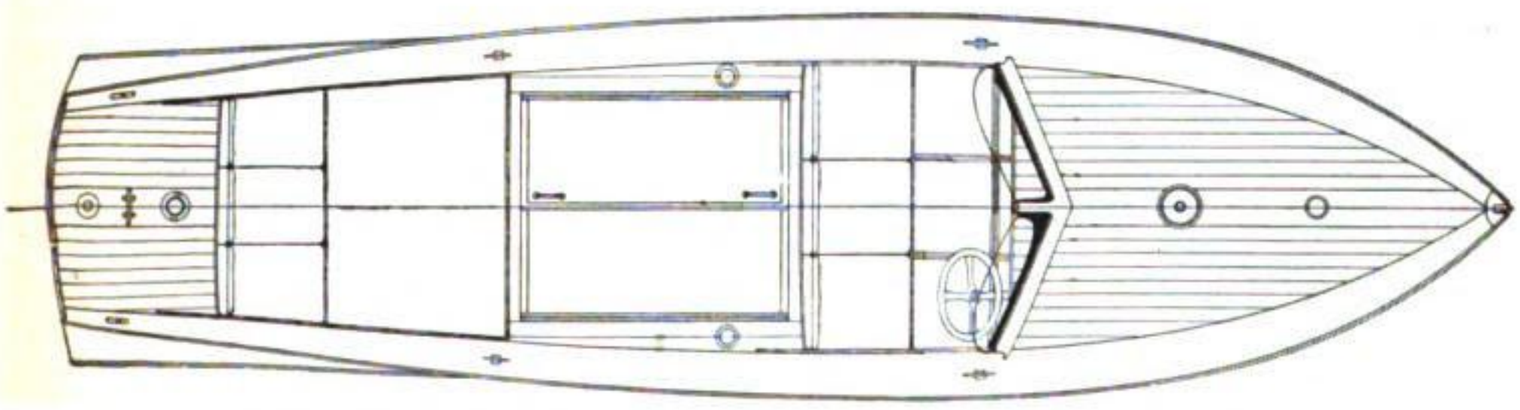
No more popular runabout than the Baby Dolphin has ever been designed. Its many good qualities, viewed in the light of its reasonable price have brought it a host of admirers.

Its general refinement, gracefully curved deck, artistic polished bronze hardware, blue Spanish upholstery, angled windshield, forward cockpit control and numerous other attractive details inspire pride of ownership.

In the water the Baby Dolphin performs like a thoroughbred. It is fast, agile, powerful and sturdy. Equipped with either the F-4, F-6 or special F-6 Scripps Marine Motor, it will make speeds of 25, 32 or 36 miles per hour respectively.

Salt Water Equipped Throughout

Prices - - $2595 - - $2995 - - $3095



Plan view of the Baby Dolphin, showing forward cockpit control with seating arrangement, and rear cockpit with permanent seat for three and room for two additional chairs.

Hackercraft Features

Beauty—Gracefully curved decks, exclusive deck hardware and refinements.

Seaworthiness — Sturdy construction, ride well out forward, heavily reinforced angled windshield.

Reliability — Scripps Marine Motor, built for exacting service.

Safety — Extra heavy framing timbers, double planked bottoms, collision bulkheads, full length engine timbers.

Comfort — Deep cushioned seats and backs, ample leg room, convenient instrument board and controls.

Economy — Quantity production brings low first cost; quality materials bring low upkeep, low operation costs, long life and high resale value.

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1045 Commonwealth Ave., Boston

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Belle Isle Boat & Engine Co.
393 Seventh Ave., New York

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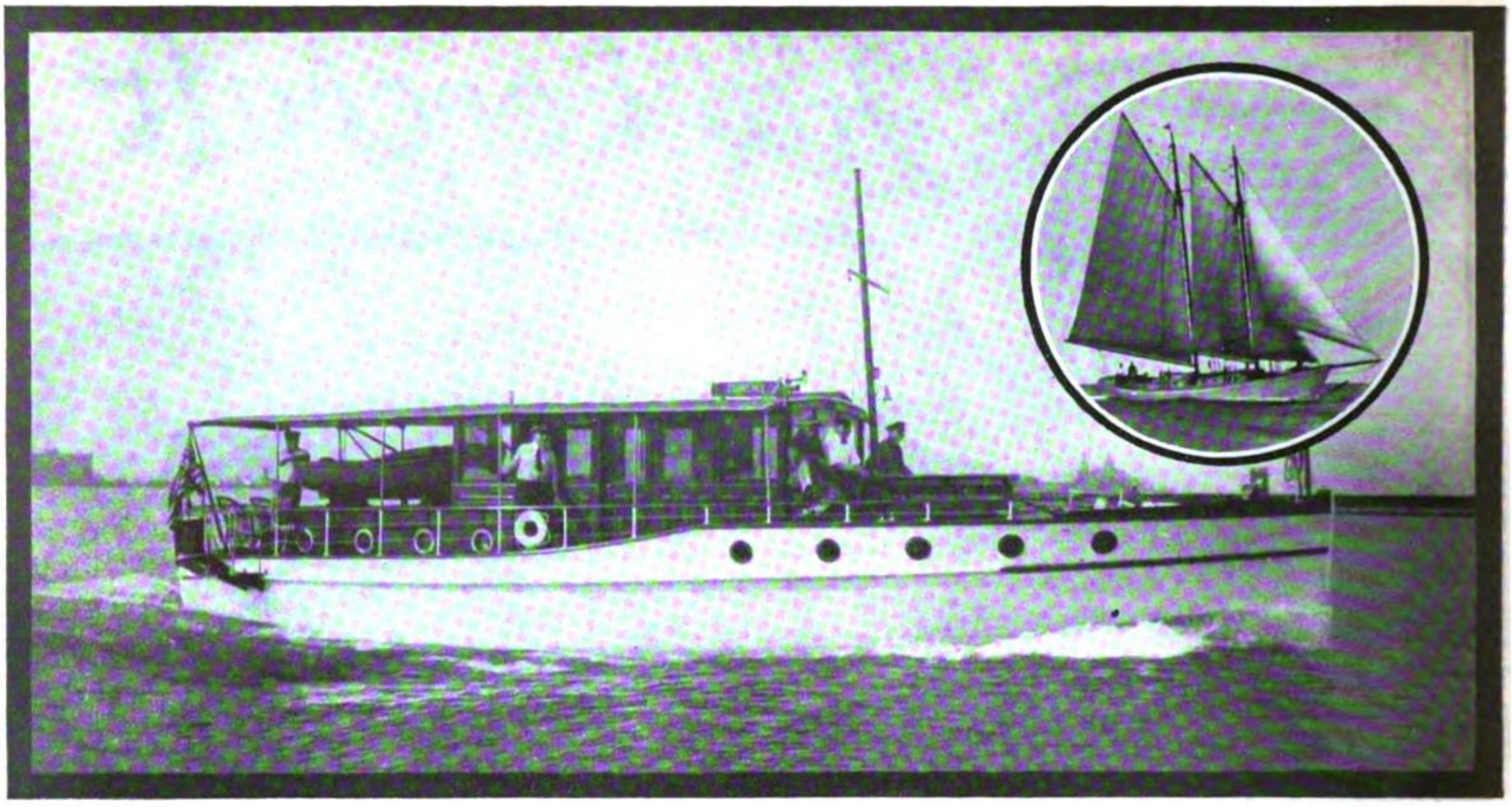
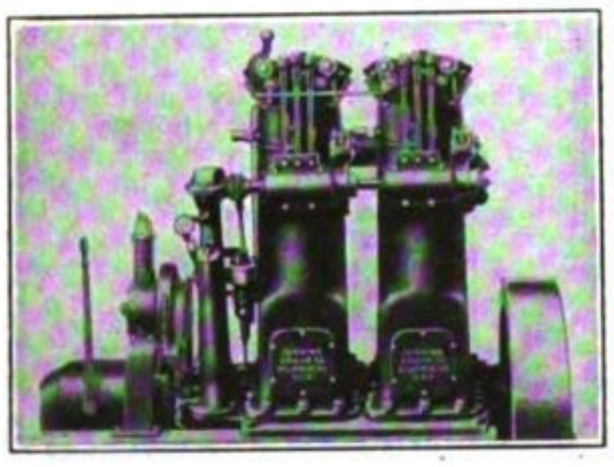


The "Florence V," owned by Wm. H. and C. S. Sampson, Chicago, using a 50 H.P., 4-cylinder CUMMINS Oil Engine. Insert: W. J. Herrmann's auxiliary schooner "Swastika," formerly gasoline powered and now using a 25 H.P., 2-cylinder CUMMINS Oil Engine.

It Is No Bigger Than Your Gasoline Engine!



The CUMMINS Oil Engine — full Diesel in every respect—develops 12 H.P. per cylinder at 600 R.P.M. Built in one to six cylinder units, 12 to 75 H.P. Flexible as a gasoline engine—idles indefinitely, without attention.

Perfectly balanced — minimum vibration. Starts instantly, stone cold. No blow torches, cigarettes, or electrical apparatus. These many advantages are made possible through the exclusive CUMMINS simplified air injection which eliminates the expense and complication of high pressure injection air.

HERE is the oil engine that prominent boatsmen everywhere are talking about—the one that fits right in where the gasoline engine comes out—is the same weight, and gives the same power—does away with all ignition worries—eliminates gasoline fire hazards—and one tank of oil gives eight times the cruising radius of the same amount of gasoline.

The CUMMINS Oil Engine is neat, clean, trim. Doesn't smoke. Easy to start. Simple to operate. Always gives steady, even power. Write today for full information about this safe, dependable, economical oil engine for your houseboat or cruiser.

CUMMINS Oil Engines

CUMMINS ENGINE COMPANY **Columbus, Indiana, U. S. A.**

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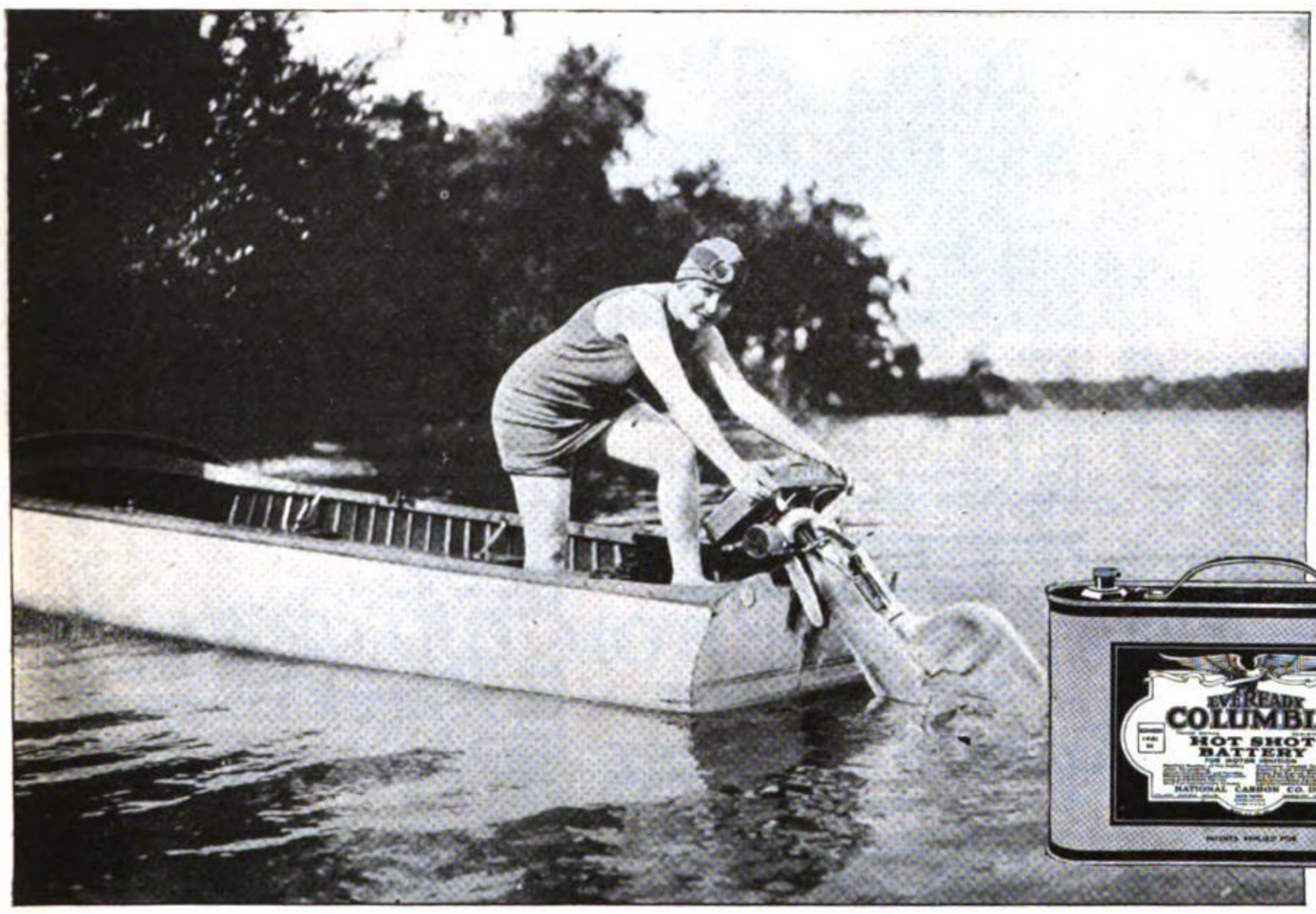
EVEREADY COLUMBIA Dry Batteries

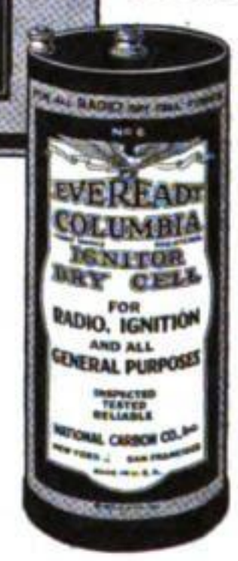
–they last longer



Popular uses include—

- motor-boat ignition
- gas engine ignition
- doorbells
- buzzers
- heat regulators
- tractor ignition
- starting Fords
- ringing burglar alarms
- protecting bank vaults
- electric clocks
- telephone and telegraph
- calling Pullman porters
- firing blasts
- lighting tents and outbuildings
- running toys

Eveready Columbia **Hot Shot** *Batteries contain 4, 5 or 6 cells in a neat, water-proof steel case. It is not a "Hot Shot" unless it is an Eveready Columbia.*



1½ volts. Fahnestock spring clip binding posts on the Eveready Columbia Ignitor at no extra cost.

Better your boat with batteries

POWER to send your boat flying through the water at top speed comes only from the engine whose ignition system functions perfectly under all conditions. That's the way a dry battery ignition system works with Eveready Columbia Dry Batteries. Battery ignition can't be beat. You'll find that it betters the performance of the outboard motor, insuring quick, sure-fire starting and long, never-miss running. It gives a uniform spark at all speeds. Eveready Columbia Dry Batteries are long-lasting, reliable and economical. The dry-battery-equipped boat usually costs less to buy as well as less to run. There is an Eveready Columbia dealer in every port.

Manufactured and guaranteed by

NATIONAL CARBON COMPANY, INC.

New York San Francisco

Canadian National Carbon Co., Limited, Toronto, Ontario

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Here concentrated in one group is the top quality of all class markets—the highest income group in the country. You can get the greatest national coverage of this market through MoToR BoatinG, the leading boating magazine.

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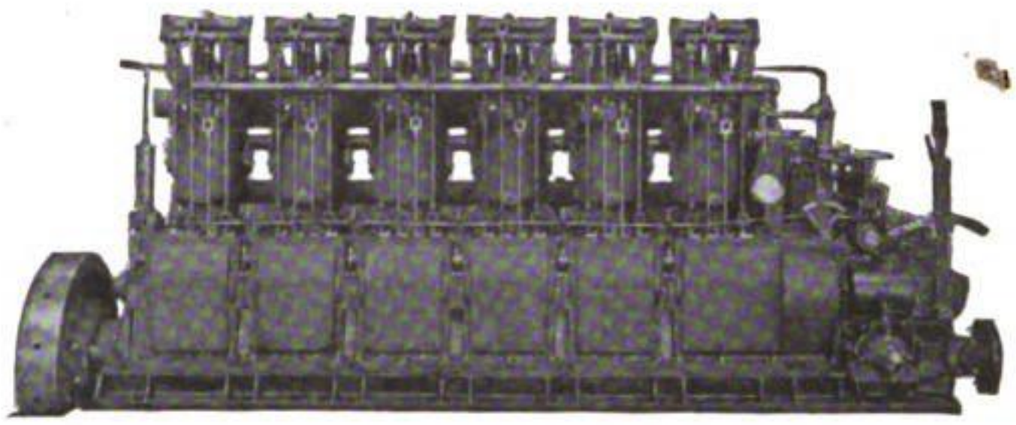

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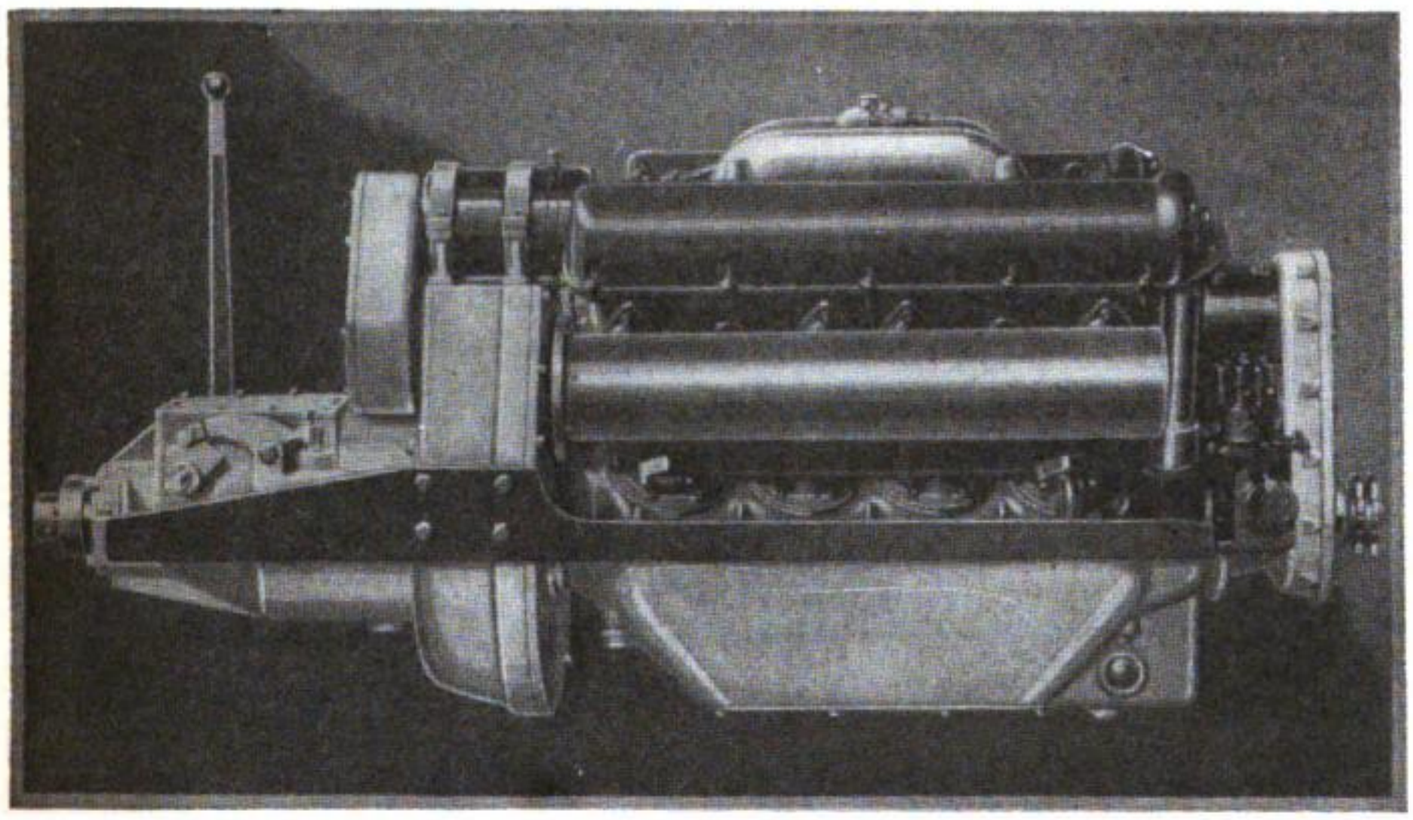

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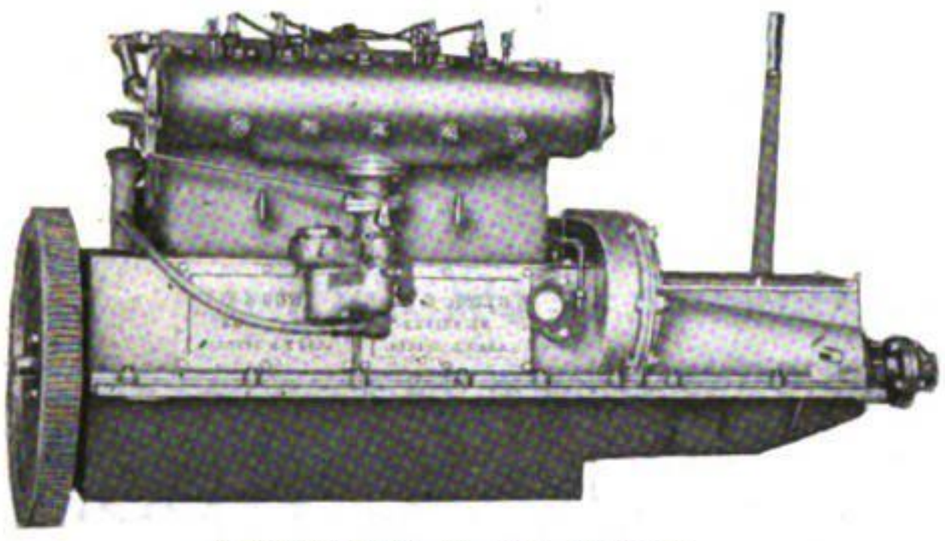

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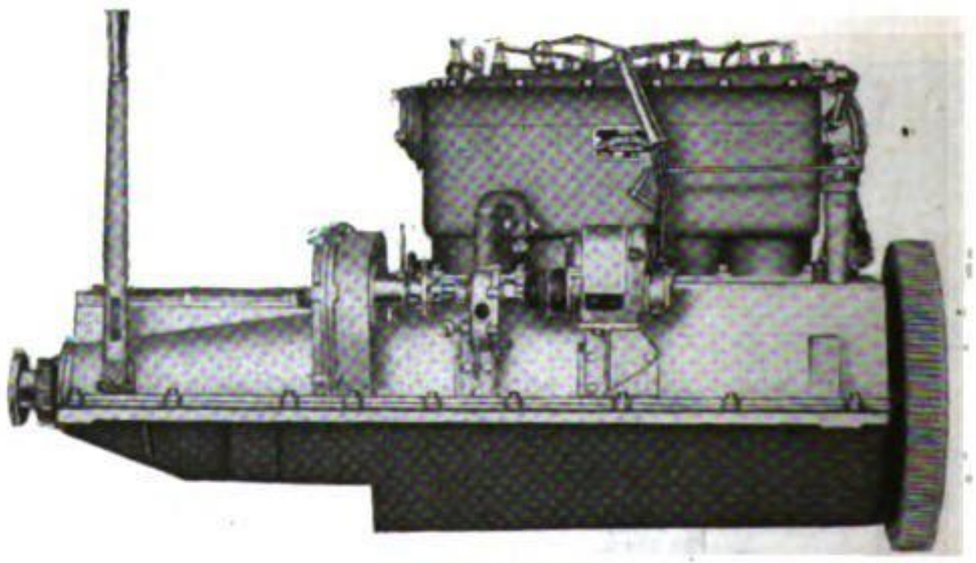

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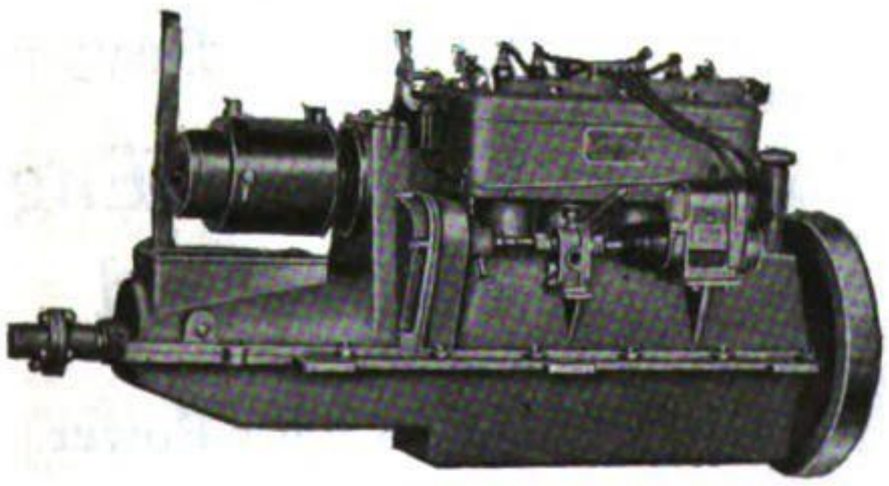

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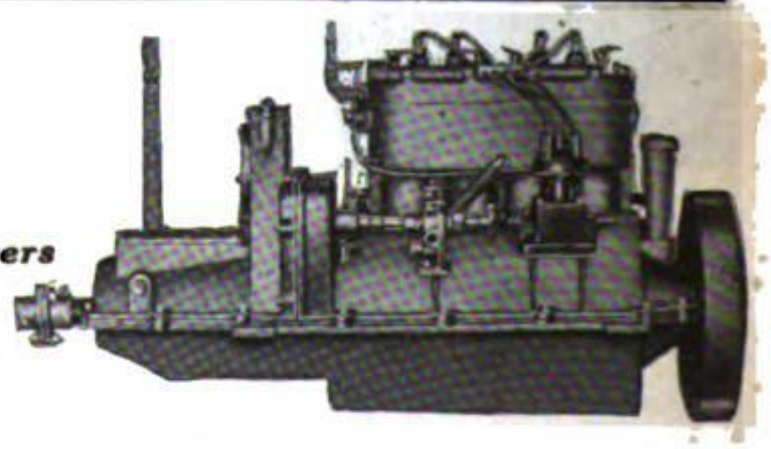

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